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The Mercury.

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JOHN P. SANBORN, Editors.
A. H. SANBORN,

152 THAMES STREET
NEWPORT, R. I.

Local Matters.

Representative Council

No Re-Organization of the Police Department for the Present—Much Business of an Important Nature Transacted.

The special meeting of the representative council on Thursday evening was a very interesting one. The council was not in favor of the plan for re-organization of the police department and the resolution went to the table quickly. Steps were taken to secure more land for Bath road widening, appropriations were made for the fire department, and other business of importance was transacted. There was a larger attendance than the average, 150 answering to their names on the opening roll call. As soon as the meeting was open, on motion of John J. Peckham, an item of \$2300 in the highway department was transferred to the appropriation for street cleaning. The resolution providing for a committee of five on investigation and re-organization of the police department and everything pertaining thereto, to make such recommendations as they seem advisable, was taken up. Mr. Titus moved to amend by including the license commission, the investigation to be started after the city election and the report to be made at the first meeting in January. The amendment failed of adoption, 85 to 63.

On the main resolution, Mr. Levy spoke at some length, objecting to the movement being made a political one. Mr. Garretton objected that the committee of ten was not prompted by politics and the discussion became quite animated. Mr. M. A. Sullivan moved to lay the resolution on the table, and the motion was carried by a viva voce vote, only a few members rising to ask a roll call.

A communication was received from the board of aldermen recommending several transfers and an extra appropriation for salaries in the fire department. Chief Kirwin wished to be heard, but was not invited to speak. Resolutions were passed appropriating \$2600 for salaries of the fire department, \$40 for the purchase of a municipal Christmas tree, and making transfers of various items for several departments. A resolution directing the board of aldermen to enter into negotiations for electric light was referred to the committee on public utilities.

At the request of the school committee an appropriation of \$1000 was made for procuring plans for the addition to the Rogers High School, and the resolution to submit the \$225,000 proposition to the voters, was laid on the table at the request of the committee. A resolution was passed directing the city solicitor to procure from the General Assembly permission to use the Newport School fund for furnishings. Street Commissioner Hamilton told the necessity of \$1600 for street repairs, and the council voted him the money. A communication from the street commissioner also called attention to the necessity for securing additional dumping places.

The board of aldermen made a report on the Bath road situation stating that the present owners of the Crowninshield property held the value too high, and recommending that the necessary land be condemned. A resolution was prepared and adopted directing the board of aldermen to condemn a strip of the land and appropriating \$2500 for the purpose. A letter of thanks was ordered sent to Senator Wetmore.

The board of aldermen reported that they had been in conference with representatives of the Jamestown & Newport Ferry Company regarding Market square improvements, and that the company did not altogether approve the present plan. Further conferences will be held and the council took no action in the matter.

A number of petitions for various improvements were referred to the next committee of 25, and when Mr. Garretton began to talk about calling up the matter of police department re-organization again, the council adjourned in haste. It was then 10.25.

Mr. William W. Corvill has been elected president of the corporation of the Channing Memorial Church, and a vacancy in the office of secretary, which he has heretofore held, was filled by the election of Mr. John H. Holt.

Nominations Coming In.

All the present members of the board of aldermen are now in the field for re-election, papers having been taken out from the city clerk's office for all of them. None will have smooth sailing, there being opposition candidates in each case. One of the latest candidates to enter the lists is J. Frank Albion, who will run against Alderman Kirby in the second ward.

In the third ward there will be four candidates in the field, another man having entered the lists this week, John E. Sullivan of 67 Spring street has taken out papers and will enter the contest against Alderman Hughes, Councilman Peckham and Mr. Henry J. Jones.

Chairman Thomas P. Peckham of the school committee has announced that he will not be a candidate for re-election to the board, and Dr. William A. Sherman will be nominated for his place. There is no change in the Mayorality situation, and it is apparent that the only contestants for this office will be Mayor Burlingame and ex-Mayor Boyle.

Many council papers are being taken out right along and some are being filed each day. It will keep the clerical force somewhat busy from now until the closing date to check up the signatures and make sure that no illegal names are credited. Some voters make it a practice to sign every paper that is presented to them, leaving it to the city clerk's force to find out how many times they have signed. The extra signatures are always discovered, however, and are subtracted from the last papers filed.

Another Closed Sunday.

Last Sunday was another closed day as far as illegal business was concerned. There was little evidence of illegal liquor selling during the day, and the police were closely on the watch for evidence to warrant raids. At one time it was thought that Saturday evening would produce a raid on an establishment where gambling might be carried on, but conditions did not seem to warrant a raid and the matter was dropped for the time. A barber who pined his trade into Sunday morning was arrested and fined.

There were apparently no sports or games of any kind in Newport last Sunday. In several instances the promoters ventured over the Middletown line and pulled off their games there. The grounds of the Newport Casino and of the Newport Golf Club were not used during the day.

In one respect there was a difference from the previous Sunday. In accordance with an opinion received from the city solicitor, the licensed clubs were allowed to dispense liquors on Sunday to their members, strictly in accordance with the law.

Many people are kicking about the rigid enforcement of all laws, and are wondering what will happen next summer if the present conditions continue. There is one remedy, however, and that is to change the laws. The majority rule in this country, and the majority should not look to any one man to decide what laws should be enforced and what should not.

The business men's class of the Y. M. C. A. Gymnasium held a supper at the Association rooms on Mary street on Monday evening, about thirty being present. Dr. Norman McLeod presided, and Mr. William R. Harvey acted as toastmaster. Brief addresses were made by Messrs. E. O. Andrews, Philip S. Slocum, William MacLeod, Dr. C. Edward Farnum, Col. Edward A. Sherman and R. Randolph Barker. The very efficient committee in charge consisted of Dr. Farnum, Mr. Slocum, and Mr. Percy L. Bailey.

The regular monthly meeting of William Ellery Chapter, Daughters of the American Revolution, was held with Mrs. Harry A. Titus on Wednesday evening. After the business meeting Mrs. William J. Underwood gave a very interesting talk on her recent trip to California, and Miss Elizabeth Byer showed some pleasing views of the Yosemite Park and other places that she visited while in the West recently.

The Episcopal churches of Newport will hold a union service on Thanksgiving day at St. George's Church, and Rev. Everett Smith of St. Mary's Church, Portsmouth, has been invited to preach the sermon on that occasion.

EDITOR NEWPORT MERCURY:

Dear Sir:—There is a certain woman in this city that is very ill. This woman has been shoeless for some time, to the naked, food to the hungry—a true friend to the poor and needy. This cold world in which we live has so few like her that we cannot afford to lose her. Therefore, we ask the pastors of this city and their several churches to unite with us next Sunday in special prayer for her speedy recovery to perfect health and strength. It was my privilege to meet Bishop Perry of this State yesterday, and I made this request of him.

Very truly yours,
H. N. JETER,
Pastor Shiloh Baptist Church.

Hearing in Damage Case.

The board of aldermen held a special meeting on Tuesday evening to give a hearing on the claim of Mrs. Henry J. Jones against the city on account of injuries alleged to have been received from a fall on a Spring street sidewalk. Mrs. Jones was unable to be present in person, but was represented by Attorney Max Levy. She asks for \$4000 damages, claiming that she was badly injured by a fall at the corner of Spring and Touro streets on the evening of July 29th, the accident being due to a defective sidewalk, where the grade of Spring street had been changed.

Miss Louise Maahz, who was with Mrs. Jones on the night in question, was the first witness. She said that there was a depression in the sidewalk where it had been filled in with gravel and that Mrs. Jones fell there, striking her head against the door step of Carlo Fiero's store. Her injuries and subsequent sufferings were described.

Street Commissioner Hamilton was called by the city, and stated that the grade had been changed but that the sidewalk had been filled in with gravel to bring it up to the level of the curbing. He believed that the walk was entirely safe on that night.

Dr. John H. Sweet, Jr., who had treated the petitioner since the accident, was the next witness, and testified at some length as to her condition. She had suffered much pain, and there was apparently some internal trouble which prevented her from going up and down stairs. She is in a very nervous condition and suffers severely at times. He thought that she might entirely recover some time. City Physician Keenan had examined Mrs. Jones in behalf of the city, and corroborated Dr. Sweet's testimony, although he thought that a previous operation might be responsible for some of the trouble.

After hearing several other witnesses, the board went into executive session, and no decision was announced.

Board of Aldermen.

The weekly meeting of the board of aldermen was held on Wednesday evening, on account of the council meeting on the regular night. Bills and payrolls were approved and other routine matters disposed of.

From the police department through Inspector Palmer was received a report on the last Sunday night concert at the Opera House. Several of the acts were reported as violations of the Sunday law. Later, when the management applied for a license for next Sunday night, they were required to present their programme for inspection. Sergeant Schneider reported the Sunday concert at the Colonial as strictly according to the law, and their license for next Sunday was granted.

It was voted to recommend to the council the purchase of a municipal Christmas tree at a cost of \$40. It was also decided to refer to the council the matter of a contract with the Bay State Street Railway Company, which expires on November 19. The claim of Henry C. Anthony for damages for overflowing surface water on Bliss road was referred to the street commissioner and city engineer to investigate and report as to how the trouble can be remedied.

There were several fire department matters for attention. Chief Kirwin reported that some of the fittings for the department ordered months ago were not right and had not yet been corrected. The matter was referred to the fire committee with power to act. The matter of arranging transfers under the fire department so as to give money both for salaries and for the purchase of hose was the cause of considerable discussion, and the board finally went into executive session to thrash it out.

A slight fire in the lower tenement of the Moorcroft house on Meeting street was the cause of a collision between two of the pieces of motor apparatus Wednesday afternoon. Box 23 was sounded, and while Combination 1 and Pumper 1 were laying hose they came together at a blind corner. Neither sustained more than superficial damage. The fire was in the back hall and closet of the tenement of Albert L. Chase and was soon extinguished. No one was in the house at the time and the cause of the fire was unknown.

H. R. Amory's little schooner, the Kitty A., from this port, returned to Newport on Wednesday from a voyage of several months to Madeira and other places. The expedition was undertaken for the purpose of scientific research, and the party on board were well satisfied with the results attained. Many valuable specimens were brought back for the Museum of Comparative Zoology of Harvard.

Brigadier General Walter Howe, who died in Washington on Tuesday, was formerly in command of the Narragansett defense district with headquarters at Fort Adams, and was well known in Newport.

Recent Deaths.

Benjamin Weaver.

Mr. Benjamin Weaver, a well known business man of Newport, died very suddenly at the Newport Hospital at an early hour Tuesday morning. He had been ill for only four days and death was due to pneumonia.

Mr. Weaver was a son of the late John G. Weaver, Jr., and was born in Newport forty-nine years ago. He was a graduate of the Rogers High School and of Harvard University, and was for a number of years connected with the Ocean House with which his father and grandfather were long associated. He was also employed at the Everett House in New York which was run by his father. He was afterward for a number of years the manager of the George A. Weaver Company, and at the time of his death was a member of the firm of Andrews & Weaver, real estate agents.

Mr. Weaver always took a great interest in sports of all kinds and in his younger days was a well known athlete. He was a member of the Westchester Polo Club, of which he had been the secretary for a number of years. He was also a member of the Newport Reading Room and the Newport Clam-bake Club.

He leaves a widow, who was a daughter of the late John Whipple, and one daughter. His mother also survives.

John C. G. Brown.

Mr. John C. G. Brown died at his residence on Broadway on Tuesday after a considerable illness. He was eighty-seven years old, and had suffered for some time from the infirmities of age. He was born in Narragansett, but while still very young he made his way to Little Compton where he obtained employment on a farm and where he had resided for the greater part of his life. He built up a large business in the raising and selling of sheep products, until some of the large meat concerns made it worth his while to enter their employ as buyer. In this he attained great success, being known as one of the shrewdest buyers in the country.

Some twenty years ago, he retired and again settled in Little Compton, coming to Newport to live some five years ago in order to be near his son, Mr. Edward A. Brown. He is survived by a widow, two sons, Mr. Edward A. Brown of Newport and Middletown and Mr. Arthur Brown of Cambridge, and two daughters, Mrs. George L. Burgess of Melrose, Mass., and Miss Fanny Brown, who made her home with her father.

Mrs. John Jenckes.

Mrs. Ida K. Jenckes, wife of Mr. John Jenckes, died at her home on Washington street on Tuesday afternoon, after having been in a serious condition for some time. Mr. and Mrs. Jenckes spent a large part of their life in Providence, removing to Barrington to reside after Mr. Jenckes retired from business. For the last thirteen years they have spent a large part of each year in Newport, being very fond of the Washington street section of the city.

Mrs. Jenckes was a member of William Ellery Chapter, Daughters of the American Revolution, and was an earnest worker in the activities of that organization. She was deeply beloved by all with whom she came in contact, and will be greatly missed by all who knew her.

She is survived by her husband and two daughters, Mrs. Clifford Wilson of Barrington, and Miss A. Katherine Jenckes of this city.

Mrs. Franklin Torrey.

Mrs. Franklin Torrey, mother of Mrs. Edward J. Berwind, died at her home in Florence, Italy, this week, and Mrs. Berwind immediately started from Newport for Italy to bring home the remains. Mrs. Torrey had been in poor health for many months, and her daughter had been with her throughout the summer, returning to Newport only a short time ago.

Mrs. Torrey's husband died several years ago, after having made his home in Italy for several years. He was a relative of ex-President William H. Taft, and was a man of high standing.

There is a case of scarlet fever at the Newport Hospital and the emergency ward is again open after having been closed since September. This is an unusual record.

Mrs. Ansel Ball of Block Island, who has been visiting in Newport, has gone to Brookline, Mass., to spend a short time with her daughter.

A soldier from the Fort is under arrest at the Newport County Jail to await the action of the State court on a charge of bigamy.

Mr. and Mrs. Alfred Tuckerman have returned from Washington to their residence on Kay street.

Mrs. William E. Tuck and Miss Tuck are visiting relatives in Washington.

School Committee

The regular monthly meeting of the school committee was held on Monday evening, when considerable business was transacted. The committee decided to adopt more business like methods to secure a new high school building and rescinded from its action in asking the council to lay a \$225,000 proposition before the people, deciding to have plans drawn first.

The report of Superintendent Lull contained the following items:

Total enrollment 3957, average number belonging 3833.9; average daily attending 3642.3; per cent. of attendance 95; cases of tardiness 293; cases of dismissal 65; number left school, 25. Reasons for leaving school: Left city, 12; to work, 8; on account of ill health, 1; to another school, 2; to Sockanosset school, 1; of his own accord, 1.

Absence of teachers and assistants 46 sessions, tardiness of teachers and assistants 17 sessions.

The total enrollment is 100 more than last month and 284 more than last year at the corresponding date.

Permits.

The number of permits to Friday, November 5, is 608. If these were segregated in one building they would fill 14 rooms with an average of 42.

Rogers.

The Rogers now has an enrollment of 625 or 112 beyond the limits of the regular capacity of the building. The assembly hall has been seated on the floor for 432. The gallery, which is level and is too high has been seated for 72; but by the new enforcement of the city ordinance regarding aisles and open spaces about the doors, the seats will be reduced to 340 and 60, a total of 400 or less than two-thirds of the present enrollment. It is evident that the whole school cannot be assembled at one time for any general exercises or for any special occasion when guests are entertained—as on Lincoln Day. To create a school spirit it is essential that all should meet together daily.

Kindergartens.

The kindergartens number 258 or 18 more than the total enrollment of the whole of last year.

Coggeshall.

Not only are the four new rooms of the Coggeshall occupied but the two rooms of grade I, number 60 and 49. It is certainly obvious that the addition was made none too soon. It may again be necessary to send one of the higher grades to the assembly hall on the third floor, unless the boundary lines (which are none too far at present, are drawn nearer the Coggeshall.

Board of Health.

During the first eight weeks of school no pupil of any school in the city has been excluded because of personal contagious illness and only one has been excluded because of illness in the same family or house. As there are over 6000 pupils in the city, the Board of Health has good reason to be proud of this record.

Teachers' Retirement Fund.

As 86 of the 108 teachers who are members were willing to pay the whole assessment of the year in advance, the fund has been increased by \$611 which amount will go on interest for the benefit of the fund. The total is now \$48,120.51.

Military Drill.

There are three companies, averaging 55 each, at work twice per week under Colonel Bliss, the military instructor. Uniforms have been procured by about one-third. Many of the pupils are delayed by the lack of proper sizes, as it was not realized by the contractor that the boys are so large.

The report of Truant Officer Topham contained the following:

Number of cases investigated (reported by teachers), 145; number of cases of truants, (public), 17; parochial, 1; 18; number out for illness and other causes, 127; number of different children truants, 16; number found not attending school, 8; number sent to public schools, 5; number sent to parochial schools, 9; number of certificates issued (14-15 years), 5; number of certificates issued (16-18 years), 4.

On October 13, two girls and a boy were brought before the juvenile court on petition and summons for truancy. They were adjudged delinquents and were placed on probation.

During the past month one boy who was on probation for habitual truancy and two boys who were on probation for larceny and were also habitual truants, have been surrendered. They were all sentenced to the Sockanosset school during their minority.

Colonel Corzons presented the report of the finance committee and Dr. Porter the report of the committee on teachers. On recommendation of the latter, Miss Rose Wilsker and Miss Jessie M. Cowles were elected regular assistants.

The recommendations in the following report relative to backward children were adopted:

First—The summer class conducted during the vacation of 1914, and of 1915, has proven the need of a room for backward children.

Second—In providing for such children this department is not introducing a new educational departure, but it is following other cities and towns in the country.

Third—As no room suitably located and also adapted to this work can be vacated before the completion of the John Clarke, it does not seem best to open such a room before next September.

Fourth—Your committee therefore recommends that in the budget of 1916, the public school committee include for the purpose of organizing, for providing the necessary equipment and materials, and for securing a competent teacher trained for this special work, the sum of \$500.

Dr. Darrah brought up the matter of

the new high school. In view of the fact that the committee were not united as to the amount of money that would be required, he believed that a more business-like way of doing would be to ask the representative council for an appropriation of \$1000 to cover the cost of preparation of plans by an expert architect so that later the committee can lay before the council an accurate account of what money will be needed to carry them out. The board therefore voted to rescind from its action at the special meeting, in asking the council to place the proposition on the ballot at the December election, and instead voted to ask the council for the \$1000 for plans, etc. A committee will attend the council meeting, prepared to answer questions if necessary.

The committee formally voted that the name of the John Clarke School should be spelled with the final "e".

Senator Wetmore Offers Land.

Mayor Burlingame has received the following letter from former Senator George Peabody Wetmore, tendering a section of his land for the Bath road widening, and giving some valuable suggestions in connection with this project:

On October 11, 1911, Mrs. Grace W. Rives deeded to the city of Newport a strip of land on Bath road, from Red Cross avenue to Rhode Island avenue, 70 feet in depth by 427 feet in length, for the purpose of widening Bath road to 112 feet.

Recognizing Mrs. Rives' public spirit and the value of her gift, I purchased the Ladd estate on Bath road in 1912, to prevent its sub-division; also with the intention of offering as a gift to the city a similar strip of 70 feet, when the widening of Bath road in accordance with a definite plan should be assured between Edgar court and Rhode Island avenue.

Since Mrs. Rives' gift to the city, and in furtherance of the project, the city has acquired a strip of similar width (70 feet) from Edgar court east to the Ladd property, now owned by me.

A few days ago I was informed the Crowninshield property on Bath road, adjoining my Ladd property on the east, and situated between the Ladd and Rives properties, had been sold.

Should the purchaser of the Crowninshield property be moved by a similar public spirit as was Mrs. Rives, and donate a similar strip of 70 feet of his property (the balance of which would be greatly increased in value by the widening of Bath road at that point) it would now be possible to widen Bath road from Edgar court to Rhode Island avenue, a distance of approximately 1,000 feet. In the future from time to time the rest of Bath road could be acquired by gift or purchase, making a boulevard of great public usefulness and beauty to Easton's beach.

Should their purchaser of the Crowninshield property be unwilling to donate a strip of 70 feet, no doubt he would be willing, as a public-spirited citizen, to sell at cost to the city, and failing this the city should condemn at once, before any buildings are erected on the land.

I desire now to offer through the Representative Council, as a gift to the city, in furtherance of the project of widening Bath road, a strip of land 70 feet in depth by approximately 175 feet in length, adjoining the strip of a similar depth recently acquired by the city at the corner of Edgar court and Bath road; but on condition that the improved and widened Bath road between Edgar court and Rhode Island avenue be substantially in accordance with the accompanying plan marked "A," dated this day, and initialed by me. I am also enclosing for convenience a reduced photograph of the plan marked "A," and also a framed photograph of New York avenue in Washington, to illustrate in a way the project.

It is immaterial to me, when legally assured by the city that the widening will be in substantial accordance with the before-mentioned accompanying plan, whether it is executed at this time, provided its completion is not delayed beyond 1916 or 1917, and when so assured I will execute a deed. This proposition to remain open until the Budget of 1916 is adopted.

Very respectfully,
GEO. PEABODY WETMORE.

The town of Middletown is preparing to prevent all sports in that town next Sunday. Last Sunday a number of Newporters went over the line for football games, and it is said that there was some crap shooting in isolated places.

Mrs. Lorillard Spencer is on her way to the Philippines to complete the work that she began with the Jolo tribe some years ago. She expects to return to Newport in the late spring.

Miss Emily Anthony White, daughter of Mr. and Mrs. C. Fred White, and Mr. Daniel Joseph Harrington, Jr., were married at St. Joseph's rectory Wednesday afternoon. They are spending their honeymoon in New York, and will return to this city to reside.

Mr. George Gordon King and family have closed their Newport residence and returned to New York for the winter.

Governor and Mrs. R. Livingston Beekman have returned from the Hot Springs.

Master Frank M. Wheeler, Jr., is recovering from an attack of pneumonia.

Mr. Harry Issler has gone to Miami, Fla., for the winter.

The Mercury.

Newport, R. I.

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Saturday, November 13, 1915.

It is the John Clarke School, and don't forget the "a."

Germany is shrouded. Now she is letting Austria pull her chestnuts out of the fire.

One week from next Thursday will be Thanksgiving Day, and Christmas comes one month later. Winter is nearly upon us.

Football is a sport in which the smaller colleges are rapidly gaining to the front. The old "big four" of football have had their wings clipped quite often recently.

Did anybody say that it was impossible to enforce the law rigidly in Newport? Even at that, the present administration is not going quite as far as did Mayor MacLeod, who had the sidewalks cleared up.

The German Chancellor is ready for peace when the allies will turn over Belgium and several other countries to the control of the Kaiser and pay an indemnity of seven billions, five hundred millions dollars. The Kaiser does not want much.

The board of aldermen are trying the experiment of issuing licenses for Sunday concerts under the new State law. It is up to them to see that the letter and spirit of the law are strictly enforced, and they should not hesitate to refuse a license to any amusement house that finds that it cannot comply with the law.

Considerable interest is felt by the general public as to what action will be taken by the board of license commissioners on the applications that are now before them for next year. Next year's tavern licenses, which are in the power of the board of aldermen, will also be the subject of careful scrutiny. Considerable has been said about the use of tavern licenses for screening violations of the liquor law.

The widening of Bath road has thus far been made possible largely through the generous efforts of public-spirited citizens. The gift of Mrs. Rives started the movement, ably seconded by Senator Wetmore's gift. Some others have shown parsimonious sentiments regarding the use of their land, and condemnation has been necessary at the westerly section. Will it be necessary at the east also?

The council has no particular reason to feel proud of the ship in the fact that it handed to Chief Kirwin Thursday night. Mr. Kirwin is the official head of one of the largest and most costly departments of the city government, and just why the council should refuse him the privilege of expressing his ideas of the needs of his department is somewhat of a mystery. At the very least the action of the council was both unbusinesslike and ungentlemanly.

If the representative council is truly "representative" it is very evident that the people of Newport do not want a re-organization of the police department. The proposition had very little support at the Thursday evening meeting, and there were not enough advocates to force a roll call. A peculiar incident in this connection is that, generally speaking, the persons behind the movement for re-organization were advocates of the new charter and especially of the representative council, on the ground that it would make for better city government.

The school committee have taken the proper step in connection with the proposed extension of the High School. Before asking the people to vote them a large sum of money to erect a new building they should be able to present an exact plan showing what is to be done and how much money will be needed to accomplish the purpose. The building of new school buildings in recent years has not been carried out in a manner pleasing to all the people for the simple reason that there has been altogether too much guesswork connected with the asking for money. It may seem to make a delay in the completion of the new building to wait out to prepare plans before asking for the money, but taking into consideration the experience on the John Clarke school, it is probable that time will be saved in the end. And it is much more businesslike.

If the finance committee of the Rhode Island House of Representatives are able to submit the annual appropriation bill on the first day of the January session, as they now propose to do, they will be accomplishing a great deal toward expediting the legislation at the next session of the Legislature. Each year the passage of the appropriation bill has been held back later and later, and inasmuch as most of the important legislation is left until this bill is out of the way, it causes a great delay in the work. There is no reason why this bill should not be taken up and passed in accordance within two weeks after the session opens. The bill should contain nothing but the regular amounts needed by the various departments and each item as specified by the General Laws. All other appropriations being carried in separate bills.

Cost of War.

Naval warfare costs something. It costs England \$2000 every time she fires one of the big guns of her dreadnoughts. At that rate the cost of one big naval battle would be many millions in ammunition alone.

Private manufacturers of munitions of war in this country are understood to be charging British war orders about \$5000 for the 16-inch Lyddite shell used in her big naval guns. That is far above the price at which shells can be made by government works. High prices are due, of course, to urgency of demand and necessity of increased expenditure by private manufacturers in the United States to get their plants in shape to handle war orders.

The 14-inch shells of the American navy, similar to the British 16-inch Lyddite shell, cost this government about \$2500 to make at its own plants. That gives an idea of increased price named by private makers here to the British. The United States government figures cost of powder bought from private manufacturers at about 63 cents a pound, and the United States can make powder at its own mills much lower. Certain private powder companies claim they can make smokeless at less than 30 cents a pound. Price of smokeless for foreign countries now buying it here is \$1 a pound, and in some instances as high as \$1.20 a pound. The powder charge needed for 16-inch shell of the British navy is costing about \$100, making a total cost of \$2500 for shell and powder alone.

The life of the gun is a big item. Naval experts differ as to how long a gun can be used. Its usefulness is placed at 175 shots by some; others place it as low as 60; it appears to be consensus of opinion as the average. When the gun has been used long, it has to be replaced.

Because of that contingency experts of the navy of the world figure in replacement price of the gun in each shot. As one of the big guns is worth roughly \$75,000, then \$1000 additional must be added to cost of each firing, or a total of approximately \$2500 a shot.

The 14-inch gun of the American navy costs \$65,000. The cost of the mount is \$55,000, or a total of \$120,000.

The weight of that gun with its yoke is close to 150,000 pounds. The shell weighs 1400 pounds, against 2500 for the British 16-inch Lyddite shell. The powder charge needed for the 14-inch gun weighs 450 pounds.

The five-inch rifle of the United States navy weighs 11,600 pounds; its shell, 50 pounds and the powder charge close to 50 pounds.

But the cost of ammunition and gun is only a part of the expense. The big loss is the destruction or sinking of a ship. One of the present day first line battleships is worth \$15,000,000. The second line ships are not much less expensive. Even though a ship is not sunk it usually suffers heavy damage in a serious fight, damage that requires overhauling at a cost of a large amount of money.

Replacement of armor plate, for instance, is expensive. Armor plate costs \$480 a ton, and there are 8000 tons of it in a modern battleship, or about \$3,840,000 worth.

Specially treated steel, of which there are 2700 tons used in the construction of the modern fighting ship, costs \$250 a ton. That steel in a battleship costs therefore \$675,000.

Each modern battleship carries a main battery of 12 big guns, usually 14-inch or 16-inch. In addition each ship of the latest type carries 21 or 22 smaller guns, usually five-inch, rapid fire weapons as a secondary battery, with auxiliary batteries of six-pounders and three-inch field pieces. The modern ships are also carrying two or three aeroplane guns.

The maximum effective range of the 14-inch rifle is 12 miles. The initial velocity is 25,000 feet a second. The shell will pierce 16 inches of Krupp armor at a distance of 5½ miles.

With a score or more of first line battleships blazing away with broadsides in big fight, it is obvious that the cost of the "fireworks" is going to mount rapidly into the millions.

Fifty Years Ago.

[Newport Mercury of November 11, 1865.]

FOR STEAM FIRE ENGINE.

The prospect of securing a steam fire engine for our city begins to look favorable, as the common council has passed a resolution appropriating \$8000 for this purpose. The board of aldermen had adjourned previous to the passage of this resolution, otherwise the matter would have been settled on Tuesday evening, as it is well known that a majority of that board are in favor of its purchase. When we consider the benefits to be derived from this addition to our fire apparatus in the greater security against the spread of fire, the reduction in amount of premiums for insurance, and the assistance which will be rendered to the fire department, there seems to be but little room for opposition.

The resolution passed by the common council is as follows:

Resolved, that the Board of Firewards be and they be authorized to purchase a steam fire engine for the city of Newport at a cost not to exceed \$8000, and to use it part payment thereof either by engine of the city not considered to be of further use.

The death of the city recently petitioned its executive Governor Smith to change the day of Thanksgiving from the 28th day of November to the 27th of December, that one day might be observed for this purpose and thereby conform to the desires of the Governor and of President Johnson. His Excellency would not comply and we did not have to be at the time. Consequently we are to have two days of Thanksgiving or displease the Governor, and we think the probability is that his Excellency will be displeased. One day is sufficient and as the Governor of nearly every State who has set a day have changed their request to comply with that of the President, it is very likely that that day will be observed here, and Governor Smith's recommendation pass unobserved generally.

We noticed some weeks since the departure of a vessel for Cuba loaded with produce by a number of our farmers, who were willing to make a little venture rather than sell at prices offered by our shippers. The parties interested here recently received a statement from the consignee, and although there was a great loss by not of the potatoes, the result was satisfactory. The prices offered for onions here was \$1.25, sold at Havana for \$1.85. Price for potatoes here \$1.10, sold for \$1.62, which being averaged gives \$1.47 as the price here and \$1.43 as the price realized at Havana after all loss and expenses were deducted, or 25 cents per

barrel more than was offered by our shippers.

PROFITS OF THE EXPRESS BUSINESS.

The profitability of the express business has been fully illustrated by the declaration of a handsome extra dividend, over which the lucky shareholders of the American Express Company's stock are rejoicing considerably. This company paid, in 1901, dividends on a capital of \$2,000,000 amounting to 38 per cent cash, and 60 per cent in paid-up stock. On its capital, thus increased to \$3,000,000, it has already declared in 1905, cash dividend of 25 per cent, and 25 per cent in stock, with every reasonable prospect of an additional 25 per cent within the coming four months.

As will be seen by advertisement, the Atlantic House property is offered for sale. There is certainly no spot on our island so finely located for a hotel, or one so beautiful in all its surroundings, for a private residence. To a person with ample means this is just the place for a summer residence and we are much mistaken if it is not taken for that purpose.

Twenty-Five Years Ago.

[Newport Mercury of Nov. 11, 1890.]

DEATH OF CHARLES LAWTON.

Mr. Charles H. Lawton died at the residence of his parents on Broadway yesterday afternoon, after an illness which had confined him to his home only a couple of days, although he had not been well for some time. Mr. Lawton was about 33 years of age and unmarried. He was a generous-hearted, genial man, and possessed of hosts of friends and no known enemy. At the time of his death he kept the sparkling goods store in the Young block, corner Thames and Touro streets, which business he established several years ago, after severing his connection with Mr. George Dockery in the dry goods trade. He was a thorough sportsman himself, and being universally popular, naturally attracted a liberal patronage. He represented the second ward in the common council for a number of years, declining a re-election in 1888. He was a member of St. John's Lodge of Masons and of the Newport Lodge of Elks.

KENYON-KING.

A very pretty home wedding took place Tuesday morning at the residence of Mr. and Mrs. William H. King on West Main street, when their daughter, Miss Rena Berry King, and Mr. Frank Kenyon were united in marriage by Rev. W. A. Luce. Only the family and most intimate friends of the couple were present. The bride wore a very handsome traveling dress of brown. Mr. and Mrs. Kenyon left on the 1.50 train for a short wedding trip to Boston and other places.

Rev. and Mrs. Robert W. Wallace, formerly of Newport, died within a few days of each other at Hillsboro, N. H. Mr. Wallace's death occurred Tuesday night, while his wife died a few days before. Mr. Wallace was formerly pastor of the United Congregational Church in this city, and both he and Mrs. Wallace were well known here.

Dancing in Boston Hotels.

Boston, Nov. 10.—Hereafter Boston police captains will act as censors of dancing in the hotels of the city. This additional work was imposed upon them when the licensing board announced that hotels and cafes might allow dancing in the same rooms in which liquor is served.

Grieved For First Husband.

Westerly, R. I., Nov. 10.—Learning her cost, hat and handbag on the grave of her first husband, Mrs. Jennie M. Cook, wife of Frank A. Cook, killed herself by jumping into the river, forty yards from the cemetery. Her first husband was James Stapleton.

Horses Perish in Incendiary Fire.

Conasset, Mass., Nov. 12.—Fire, thought to be of incendiary origin, destroyed the breeding stables of Arthur Taverport last night. The stable housed thirteen horses, of which six were rescued and the others burned to death, as were three cows.

Cider Sales Cut Off.

Boston, Nov. 11.—Because some of the merchants of Arlington were selling over the counter cider that had served time Chief of Police Unghart has notified all the storekeepers that they cannot sell any more of the Apple Juice.

Walker Receives Light Sentence.

Boston, Nov. 12.—Charles F. Walker, former president of the New England Insurance company, who had pleaded guilty in 12 counts to the larceny of \$20,000, was sentenced to eighteen months in the house of correction.

Two Cape Fishermen Drown.

Barnstable, Mass., Nov. 11.—Jason Emerald and Joseph Egan of this town were drowned by the capsizing of their fishing dory. Egan, who was 22 years of age, was married a month ago. Emerald leaves eight small children.

Julia Stevenson, 35, died at Fort Hunt, Mich. She had four sons sailing the lakes as masters of vessels. A fifth son, also a captain, died a few years ago.

The Massachusetts highway commission suspended the auto license of Governor Walsh's brother, Thomas L. Walsh, who drove an auto in an accident which resulted in the death of William L. V. Newton.

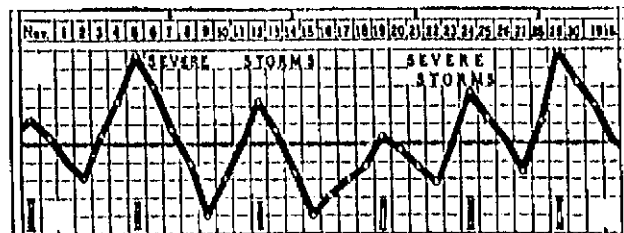
E. S. Willard, the actor, died at London after a prolonged illness due to a nervous breakdown. He was born in 1835.

Four-year-old Perley Merrissey was crushed to death at Calais, Me., by death several bags of grain while playing in his father's barn.

William Madden, 47, agent for the East and State Workers' union, committed suicide at Bralroove, Mass., by shooting.

Captain W. W. Cook, for thirty-three years a life saver on Cape Cod, returned from the coast guard service.

WEATHER BULLETIN.



November temperatures will average lower than usual. Lowest temperatures will be during the two weeks centering on November 16, and higher during the two weeks centering on November 4 and 28. Most severe storms and most precipitation during the two weeks centering on November 12 and 21. Precipitation will be above normal on Pacific slope and below normal east of Rockies. Central America, the West Indies and northern South America will get from about to above normal precipitation.

Trehle line represents reasonable normal temperatures, the heavy black line the predicted departures from normal. The black line tending upward indicates rising temperature and downward indicates falling temperature. Where the heavy temperature line goes above normal indications are for warmer, and below cooler than usual. The 1 indicates when storm waves will cross meridian 90, moving eastward. Count one or two days later for east of meridian 90, and one to three days earlier for west of it. Warm waves will be about a day earlier and cool waves a day later.

Washington, D. C., Nov. 11, 1915.

Last bulletin gave forecasts of disturbances to cross continent Nov. 17 to 21; warm wave 10 to 20, cool wave 10 to 23. This will cause cooler weather than usual as an average of the week. Storms will be most severe on Pacific slope. Rainfall generally less than usual but heavy in Central America and gradually lighter northward.

About immediately following Nov. 13, severe storms are expected. But an earthquake is probable about November 11 and if it occurs the storms will be of much less force. The predicted earthquake for Nov. 11 was of great force and the severe storms of much less force as predicted. We had the correct location for the earthquake of Oct. 31.

Next disturbance will reach Pacific coast about Nov. 21, cross Pacific slope by close of 22, great central valleys 23 to 26, eastern sections 23. Warm wave will cross Pacific slope about Nov. 21, central valleys 24, eastern sections 28. Cool wave will cross Pacific slope about Nov. 24, central valleys 26, eastern sections 28.

This promises to be of greater than usual force as no earthquake is indicated near that time. We expect the U. S. Weather Bureau to hang out the storm warnings. Our warnings are already out for that date. Some increase of precipitation is expected for that week but no general rains or snows. The trend of temperatures about that time will be upward as we expect a great rise from about Nov. 15 to 20. December promises to average colder than usual; much colder first than last half; coldest week centering on Dec. 7 and warmest week centering on Dec. 26. Not a month of great storms. Most severe storms during week centering on Dec. 25. Less than usual precipitation. Most precipitation on Pacific slope and in middle southwest. About to above usual precipitation in northern Rockies and northern Pacific slope. But most excessive rainfall in Central America. Our predictions of danger to the Panama canal on account of excessive rains has proven good.

In a general way our advice on the cotton markets has been good but the European war has made it very difficult for dealers. At this time there is too much risk in giving advice to dealers. Prices of cotton have been largely restored and our advice is not to sell below present general market levels.

Our advice to farmers not to sell grain has been good and we still advise them that indications are favorable to higher prices to come. We do not believe the European war is near its end and we are confident that grain is not so plentiful in Europe as crop news has made it appear. There is not as much good grain in the States as crop news has made out. The frost has destroyed an immense amount of corn but that fact was covered up. The excessive rains destroyed an immense amount of wheat and that fact was covered up. We expect grain and cotton to go higher before many weeks, but what is a query. Really we have no reliable markets and it is up to the Congress to do something favorable to natural markets controlled by supply and demand.

MIDDLETOWN.

[From our Regular Correspondent.]

Rev. and Mrs. Everett Smith moved into St. Mary's rectory on Saturday last as they were sufficient furnishings there to get along with until their arrival. On Wednesday Mr. Smith met, for the first time, with the Women's Auxiliary, at their monthly meeting, conducting the opening devotional service and later giving an interesting address on his acquaintance with Dr. Briggs, the first missionary to be sent to Point Hope, Alaska. The president, Mrs. Phoebe E. T. Manchester, conducted the meeting.

The Juniors, under the second vice president, Mrs. William Chase, sent on Nov. 2, a box to the poor colored children's school at Lawrenceville, Va. They always help out also on the yearling box sent by the auxiliary to Point Hope Alaska. Their table at the lawn party and at a recent Hallow 'E'en social netted \$20.00. The women of the Auxiliary completed the filling of the 15 comfort bags previous to the opening of the meeting which they have been making for an agricultural school for poor whites at Legerwood N. C., and these will be forwarded next week. Mrs. Manchester gave a talk upon the recent Convention at Emmanuel church and also on the "United Offering," and Mrs. Clarence Thurston, first vice president, presented a summary of missionary work. Mrs. Thurston and the secretary, Mrs. J. W. McCartney as delegates at the recent quarterly convention in Newport, each read prepared papers.

Rev. W. L. Phillips of St. Paul's church Portsmouth was announced as the speaker for the December meeting. Light refreshments were served by Mrs. William Croucher assisted by Mrs. Harriet Arnold and Miss Emma Chase.

The parish of the Methodist Episcopal Church was deeply stirred to learn of the severe illness on Saturday last of its pastor, Rev. Edward E. Wells. Several hemorrhages caused much alarm but he has been easier since Sunday although the doctors think he is liable to be confined to his bed for many weeks. Not a man of rugged physique, he has always been an indefatigable worker so that when the breakdown came he had no reserve strength. Last Sunday, his saint, Miss Josephine Pike, superintendent of the Deaconess Home, Providence, was scheduled to speak at the afternoon service, and she supplied again in the evening, assisted by Mr. Fred P. Webber. The official board has voted to omit the Sunday evening services for the present. The afternoon services can be arranged for some time by various clergymen. Members of the parish are assisting Mrs. Wells until some one can be secured. The family has had more than its share of trouble this summer, the elder daughter having twice broken her arm, and Mr. Wells having so severely injured his foot in September as to have to get about on crutches.

Rev. John B. Dismas was the preacher on Sunday last at the Berkeley Memorial Chapel, Rev. Arthur N. Peaseley conducting the celebration of Holy Communion. The white chrysanthemums upon the altar, were the gift of Mr. Berkeley Updike of Boston and were afterwards placed upon his mother's grave in the adjoining church yard.

At the meeting of St. Columba's Guild, held at the Berkeley Parish House last Friday, 14MS pieces were brought in as the result of one week's work in the neighborhood for the Surgical Dressings Committee. The box was listed, and turned over to Miss Mary Sturtevant who acts for Mrs. Lyman C. Joseph for the winter. But slight interest has been shown in the two other churches, the members feeling that their varied church activities are all that they have time to participate in.

The Stephen and Joseph Underwood families have commenced their weekly

half; coldest week centering on Dec. 7 and warmest week centering on Dec. 26. Not a month of great storms. Most severe storms during week centering on Dec. 25. Less than usual precipitation. Most precipitation on Pacific slope and in middle southwest. About to above usual precipitation in northern Rockies and northern Pacific slope. But most excessive rainfall in Central America. Our predictions of danger to the Panama canal on account of excessive rains has proven good.

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family reunions which comprise all day gatherings of some 25 members representing Newport, Middletown and Portsmouth.

In the "Red and Blue Button Contest" in the Sunday School of the M. E. Church, the Blues have persistently kept ahead for the three Sundays of the contest. Last Sunday the score stood, Blues 71, Reds 71.

The Aquidneck Daymen's Association, at a special meeting held at the town hall Tuesday evening, elected Councilman William J. Peckham as their secretary-treasurer to fill the vacancy caused by the resignation of Clifton H. Ward.

The Paradise Club was entertained Wednesday by Mrs. Wm. Clarence Peckham, who conducted an interesting program, entitled "An Autumn Afternoon." Mrs. John R. Peckham was unanimously elected vice president to fill the vacancy caused by the resignation of Mrs. Alfred Ward who had removed to Newport.

The monthly meeting of the public School Committee will be held at the town hall on Monday evening.

The November meeting of the Newport County Pomona Grange will be held as an all day affair at Fair Hall on Tuesday, the session opening at 11 a. m. and 1.45 p. m. There will be a basket lunch.

The members of St. Mary's Choir Guild held a supper at Weaver Manor last week. Mrs. John A. Elliott was in general charge. Dancing followed the supper.

The foreign complications of the United States do not grow less as the months pass. The Ancona incident and the British note both serve to bring to mind how vitally interested is the United States in the great conflict. In former wars, with slow means of transportation and communication, the daily events were not brought home as closely as they are to-day.

"Pa what happens when this wind blows great guns?"

A weather report follows, my son."

Deaths.

In this city, 6th inst., John V., son of Mary and the late Thomas H. Millington, in 68th year. Suddenly deceased, Benjamin Weaver in his forty-ninth year. In this city, November 8, Ida Kelly, beloved wife of John Peaches, aged 7 years. In this city, 9th inst., John C. G. Brown, aged 38 years 11 months and 7 days. Suddenly, in this city, 10th inst., Edward Osborne Corcoran. In this city, 10th inst., August Seeger, Chief Boatwain's Mate U. S. Navy, retired. In this city, Nov. 11, Harriet E., wife of Edw. S. Holmes. Mrs. Franklin Torrey, at Florence, Italy, mother of Mrs. E. J. Berwind, of "The Elms," Newport.

HOUSES, SITES AND FARMS.

Persons living in other States, away from Newport and wishing information for themselves or friends regarding leaseholds, houses furnished and unfurnished, and farms or sites for building, can ascertain what they want by writing to

A. O'D. TAYLOR,

REAL ESTATE AGENT.

122 Bellevue Avenue, Newport, R. I.

Mr. Taylor's Agency was established in 1861. He is a Commissioner of Deeds for the principal States and Norway Public. Has a Branch Office open all summer in Lancaster, for Summer Villagers (Country) and

PORTSMOUTH.

[From Our Regular Correspondent.]

The first meeting of the new Town Council and Court of Probate was held on Monday afternoon, William Dunn being the only absentee.

The usual office of the administrator was administered and H. F. Anthony was elected chairman.

The matter of purifying the water in the highways was again taken up, and it was voted that the United States government be given permission to purify said water, subject to certain conditions as set forth in a decree.

Applications for liquor licenses were received from William H. Canning, William A. Shaw & Son, Adm. F. Kreller, Frank H. Canning, Ernest Lavigne and Bernard Fagan. These were referred to Nov. 20.

Various town officers were elected as follows:

Auditors—Frank G. Cory, Frederick A. Coggeshall Robert H. Manchester, Overseer of the Poor—John H. Cornell.

Commissioner of Town Farm—William T. H. Bowle.

Auctioneers—James Chase, John T. Gardner, Jacob May, Chester A. Carr, Fences Viewers—John H. Coggeshall, John H. Manchester, Frank G. Cory.

Saler of Weights and Measures—John J. Corcoran.

Appraisers of Hog Damages—William W. Anthony, Rowland B. Chase, Madison H. Crain.

Dog Constables—William H. Tallman, Town Constables—Michael J. Murphy, Charles E. Harvey, William H. Hughes.

Police Constables—William H. Tallman, Luther P. Chase, Jacob May, John J. Corcoran, Louis J. Corcoran, Walter P. Dyer, George H. Thompson.

Special Constables—Wm. H. Hughes, George A. Brown, David H. Anthony.

Special Constable to Enforce Liquor Law—John J. Corcoran.

Special Constables to act under Town Ordinances—Luther P. Chase and John J. Corcoran.

Special Constables with Power to Serve Civil Process—William H. Tallman, John J. Corcoran.

Bird Constables—William H. Hughes, Isaac Chase, Albert W. Lawrence, Walter P. Dyer.

Tramway Constables—Charles Wilcox, Charles E. Harvey, Frank W. Greene, John H. Manchester, Samuel E. Spooner, William H. Bond.

Health Officer and Special Constable to act with Health Officer—Horton W. Storms, M. D.

Field Drivers—William W. Anthony, Charles Carr, William H. Tallman, Isaac Fish.

Bond Keepers—George R. Hicks, Survivors of Lumber and Cordons of Wood—Henry C. Anthony, Henry P. Anthony, Isaac Chase.

Inspectors of Ash and Plank Measures—Henry P. Anthony, Wilbur C. Wheeler.

Weighers of Meat Cattle Slaughtered in the Town—John M. Brownell, Henry P. Anthony, Frank W. Wheeler.

Inspector of Beef and Pork—Walter A. Sowle.

Weighers of Coal and other Merchandise—Charles Carr, Leonard W. Coggeshall, Wilbur C. Wheeler, Henry P. Anthony, Charles Gifford.

Commissioner of Wrecks—William T. Tallman.

Forest Warden—Isaac C. Anthony.

Voted, That the appointment of highway constables and surveyors be continued to November 26th. A number of bills were paid. The bonds of the Town Clerk and Town Treasurer were approved.

In Probate Court Kay Duckworth was appointed administrator on the estate of Miriam Duckworth, bond \$1000, Sarah Sisson and Lillian Mullen sureties. Warren R. Sherman was appointed appraiser.

The will of Abraham C. Chase was proved and ordered recorded, and letters testamentary issued to Eunice C. Chase, she giving personal bond of \$1000.

The petition of William M. Barclay that Henry Mills be appointed his guardian was allowed, bond \$1000, with Michael J. Murphy as surety and Geo. R. Hicks as appraiser.

Inventories of the estates of Hugh Francis, Miriam Duckworth and William M. Barclay were allowed and ordered recorded.

The fourth and final account of George P. Hall, guardian of Miriam P. Hall and Herbert P. Hall was again continued. The first and final account of Henry G. Douglas administrator on the estate of Mary E. Austin, was allowed and ordered recorded.

The petition of B. Earl Anthony to be appointed administrator on the estate of his wife Lillian L. S. P. Anthony, was allowed, personal bond \$500.

Mrs. Ruth Borton has been spending the week with her niece, Mrs. Peter Malone.

Mr. and Mrs. Frederick A. Lawton and two daughters Louise and Lillian, who have been spending the past five months in Gloversville, N. Y., returned to their home here on Wednesday.

Mrs. Sarah Babcock of Westerly, R. I., is visiting her sister, Mrs. William F. Freeman.

Mr. and Mrs. Chester Hadley entertained the Epworth League of the Methodist Episcopal Church, on Tuesday evening. There was music and readings. Refreshments were served.

W. W. Anthony, Surveyor of Highway District No. 1, has completed 100 feet of stone road on Wapping Road.

Miss Mollie Smith and Miss May Wilbur have been spending the week in New York.

Mrs. Benedict has closed her house at Bristol Ferry and gone to New York for the winter.

At the regular meeting of Portsmouth Grange the first and second degrees were worked on two candidates. Later a kitchen party was held.

Mrs. Perry G. Randall entertained recently her six cousins, Mrs. William F. Freeman, Mrs. Sarah Bab

ANCONA DID NOT HEED WARNING

Made Effort to Escape When Submarine Was Sighted

NINE AMERICANS ARE LOST

Total of 317 Persons Saved, While 149 Are Unaccounted For—Terrible Experiences Cause Number of Survivors to Lose Their Reason—Detailed Reports That Vessel Was Not Torpedoed Until Hundred Shells Were Fired at It

Rome, Nov. 12.—The number who lost their lives in the sinking of the liner Ancona by an Austrian submarine is still uncertain. According to the Società Italia, 347 passengers and crew were saved out of a total of 466, which would make 119 dead or missing.

According to the same authority, there were only ten Americans on board, of whom only one is known to have been saved. They were Mrs. Cecilia L. Grest, in the first cabin, who was saved, and in the third cabin Alessandro Palatino, wife and four children; Mrs. Francesco M. Janina and child, and Pasquale Laurino.

Rome, Nov. 11.—The Italian liner Ancona was torpedoed Tuesday and a Tunis dispatch to The Gibraltar Herald gives a detailed, though brief, account of the attack.

A submarine approached the Ancona towards noon, says the account, and as soon as the steamer saw it, an attempt was made to escape at full speed. The Ancona was overtaken and stopped. Then the submarine fired on the Ancona, sinking her amid the desperate cries of the passengers.

The Italians were next attacked, the submarine likewise firing on them. A woman, a man and two children were killed. Their bodies are at Sicily.

The submarine then disappeared immediately, proceeding probably in the direction of the Sicilian coast.

Before sinking the Ancona was able to send out a wireless call for help. This was heard by the station at Sicily. Aid was sent promptly, and thus 100 passengers and ten sailors were saved. They were taken to Ferryville (in the environs of Sicily) where they were attended by physicians and the coast.

Among the survivors are a number of wounded emigrants, nearly all Yugoslavs, and ten Greeks. A number of the survivors seem to have lost their reason as the result of their terrible experiences.

Berlin reports to the effect that the Ancona tried to escape from the submarine and in some measures corroborated in Rome to the effect that 100 shells were fired into the liner before it was torpedoed. If these reports are correct it is anticipated that no action will be taken at Washington.

Even the Ancona's position at the time of the attack is unknown. The nationality of the submarine whose shells and torpedoes destroyed the Ancona is not yet certain. None of the details of the attack, or of the rescue of the survivors, have been permitted to sift through the Italian censorship. Whether the Ancona was attacked without warning, or whether she was attempting to escape capture has not been determined.

Several of the survivors say that it was a German submarine that sank the Ancona, although she was flying the Austrian flag. The Overseas News Agency of Berlin, a semi-official organization, said that it was an Austrian boat, and that the Ancona was sunk while attempting to escape after being warned.

The sinking of the Ancona has caused intense indignation in official circles in Rome and among the Italian public generally.

The Ancona was on her way back to New York, and it is believed that a number of Americans were among the passengers. At this hour it has been impossible to obtain a list of those on board. The Ancona was a popular steamer for American tourists.

The Ancona sailed from New York for Naples on Oct. 17. She had on board 1245 Italian reservists and a general cargo. She arrived at Naples on Oct. 29, and sailed for New York yesterday.

The Ancona was built in Belfast in 1908. She had a gross tonnage of 8210, was 452 feet in length and 65 feet beam.

For several months before Italy's entrance into the war the Ancona was engaged in carrying home Italian reservists from the United States and supplies for the Italian government.

On one of her trips from New York to Naples, late in August, 1914, the Ancona was stopped by the British at Gibraltar and twenty-four Germans and one Austrian were taken off the ship.

Late last summer the Ancona left New York for Italy with 75,000 bushels of wheat, 200 tons of hay and 500 horses for the Italian government. On the same voyage she carried 300 Italians in the steerage who went back because it was said at the time they could not get work on the New York subway.

Aviator Soars 11,000 Feet

Washington, Nov. 12.—An unofficial hydroaeroplane record of 11,000 feet, made by Lieutenant Stauffer at the Pensacola naval aviation station, was announced by the navy department. Because the details of the record are not yet official, the record cannot be recognized as official.

CHAMPION OF ALL NEUTRALS

United States Cannot Suffer Subordination of Rights

LANSING'S NOTE TO BRITAIN

Declares That Nation Has Gone Beyond Spirit and Practice of International Law in Establishing Blockade as Retaliation Against Germany—Policy of Expediency Can No Longer Be Tolerated

Washington, Nov. 8.—The United States, in its latest note to Great Britain, made public here, covering exhaustively British interference with American trade since the beginning of the European war, declares that the so-called blockade instituted by the allies against Germany is contrary to the law of nations, illegal and indefensible.

The note, nearly 10,000 words in length, was made public by agreement between the state department and the British foreign office. It carries with it a voluminous appendix, giving the text of American instructions issued in 1892 and a summary and table showing hundreds of vessels detained by British authorities since the beginning of the present war.

The body of the note is divided into thirty-five points, dealing with all phases of the contraband question, seizures and detentions prior to, as well as after, the so-called blockade was instituted, and announces that a separate communication will be sent soon dealing particularly with the "propriety and right of the British government to include in their list of contraband of war certain articles which have been so included."

In conclusion, after an argument on the law and facts, Secretary Lansing says:

"I believe it has been conclusively shown that the methods sought to be employed by Great Britain to obtain and use evidence of enemy destination of cargoes bound for neutral ports and to impose a contraband character upon such cargoes are without justification; that the blockade, upon which such methods are partly founded, is ineffective, illegal and indefensible; that the judicial procedure offered as a means of reparation for an international injury is inherently defective for the purpose; and that in many cases jurisdiction is asserted in violation of the law of nations."

"The United States, therefore, cannot submit to the curtailment of its neutral rights by these measures, which are admittedly retaliatory, and therefore illegal, in conception and in nature, and intended to punish the enemies of Great Britain for alleged illegalities on their part."

"The United States might and be in a position to object to them if it interests and the interests of all neutrals were unaffected by them, but, being affected, it cannot with complacency suffer further subordination of its rights and interests to the plea that the exceptional geographic positions of the enemies of Great Britain require or justify oppressive and illegal practices."

"The government of the United States desires, therefore, to impress most earnestly upon his majesty's government that it must insist that the relations between it and his majesty's government be governed, not by a policy of expediency, but by those established rules of international conduct upon which Great Britain in the past has held the United States to account when the latter nation was a belligerent engaged in a struggle for national existence. It is of the highest importance to neutrals not only of the present day, but of the future, that the principles of international right be maintained unimpaired."

"This task of championing the integrity of neutral rights, which has received the sanction of the civilized world against the lawless conduct of belligerents arising out of the bitterness of the great conflict which is now wasting the countries of Europe, the United States unhesitatingly assumes, and to the accomplishment of that task it will devote its energies, exercising always that impartiality which, from the outbreak of the war, it has sought to exercise in its relations with the warring nations."

Elliott Still Heads New Haven New York, Nov. 10.—Howard Elliott, chairman of the board and president of the company, was re-elected to his present offices at the meeting of the board of directors of the New York, New Haven and Hartford Railroad company here.

Blind Are Made to See New York, Nov. 10.—Dr. William M. Richards, who voluntarily treated 145 of the pupils in the city's blind school centres, has reported to the Society of Medical Jurisprudence that ninety-six of the pupils have been cured of blindness.

Nation's Richest Corn Crop Washington, Nov. 9.—The nation's corn crop this year was the most valuable ever grown. Based on prices paid farmers Nov. 1, it is worth \$1,913,000,000. The production was 3,480,000,000 bushels.

One of Bryan's Nephews, Mr. was found pinned beneath his overturned automobile. When you seat a fly or kill a beetle, you destroy a soul, according to Professor Wallace, head of the Plant Research Institute, Philadelphia.

WARNING GIVEN UNMARRIED MEN

England Will Resort to Conscription First of December

GREATLY IN NEED OF TROOPS

Government Will Decide Whether a Man Is Indispensable to His Business or Not—No One Can Foresee Possibilities of Balkan Campaign—Invaders of Serbia Report Capture of Four Thousand More Prisoners—Russians Prevent Germans Digging Themselves In For the Winter

London, Nov. 12.—Great Britain will adopt a policy of conscription beginning on Dec. 1 next. This is the plain meaning of a statement issued by the Earl of Derby, director of recruiting, with the authority of Premier Asquith.

At the outset the conscription policy will apply to unmarried men, but as events develop, the married men will have the same kind of tests as to fitness, ability, etc., applied.

Without a view to tempering the tone of the announcement of a policy which once would seem almost revolutionary in the United Kingdom, Earl Derby precedes his statement with an "if." His statement follows: "If young men medically fit and not indispensable in any business of national importance or any business conducted for the general good of the community do not come forward voluntarily before Nov. 30 the government will, after that date, take the necessary steps to reduce the pledge made on Nov. 2."

"Whether a man is indispensable or not to his business will be decided, not by the man or his employer, but by competent authorities and tribunals which are being set up to consider such cases."

On Nov. 2 Premier Asquith announced in the house of commons that if young men did not come forward voluntarily and enlist "other and compulsory means would be taken before married men were called upon to fill their engagement to serve."

The point is that more men are needed today than at any period of the war, and the government is determined to adopt measures which will insure the full resources of the nation being brought into play.

The Italian campaign has possibilities which no one can now foresee. It may be that a million men will be needed there before the Tonnies can be stopped and it looks as if Great Britain will have to supply a large part, if not the greater part, of this force.

The Austro-Germans claim to be advancing along the line west of Nish, but beyond the report of the capture of another 4000 prisoners the official reports of the invaders do not record the capture of any town.

In fact, the Serbians now are facing the invaders in the mountains which have proved a protection to them in their previous wars, and they may be expected to make the advance of the Austro-Germans and Bulgarians a matter of some difficulty.

The news from the southern part of the country is very conflicting. It is now known that the French did not occupy Velen, but simply made a cavalry raid into the town, destroying the Bulgarian ammunition stores. The French, however, are advancing on the west side of the Vardar river and at the same time are repelling Bulgarian attacks on Kryvoluk and endeavoring to form a junction with the Serbians who are fighting in the Babina pass.

So long as the Serbian army remains intact, which it has done thus far, military men here think there is a good chance to turn the tables on the Germans and their allies.

Russia is taking the offensive again. The Russians are succeeding in their efforts to prevent the Germans from digging themselves in on their eastern front into such a line of permanent entrenchments as they have constructed in the west.

Reports from the fighting zone indicate that the Teutonic forces are being kept much too busy resisting constant drives all along the line from the Riga district into Galicia to enable them to provide defenses which would permit of a weakening of their armies to strengthen themselves in the Balkans or in France.

In the extreme north Marshal von Hindenburg is slowly losing ground. There has been no material change in the situation on the other fronts.

TWO BILLIONS MORE

Further Credit For Britain Agreed to by House of Commons

London, Nov. 12.—Attacks on the government were vigorously replied to in the house of commons during the debate on the new credit of \$2,600,000,000 asked for by the government. The credit was formally agreed to by the house at the close of the debate.

Dr. Washington Breaks Down New York, Nov. 10.—Suffering from a nervous breakdown, Dr. Booker T. Washington, principal of Tuskegee Institute, is confined in St. Luke's hospital.

The British steamer Florio, from Genoa to Wilmington, N. C., was wrecked off Gibraltar.

The Norwegian sailing ship Leon was abandoned at sea in a sinking condition. All the crew reached shore.

Damage of \$100,000 was caused by a fire which destroyed the business section of Tucson, N. Y.

FIRST PUBLIC CORONATION

Yoshihito Accedes to Throne of Nippon as 122d Ruler of Empire

Kioto, Nov. 10.—For the first time in history the people of Japan and the representatives of foreign lands were present at the coronation of a Mikado, when Yoshihito, son of Mutsuhito, acceded to the throne of Nippon as 122d ruler of the Japanese empire and its dependencies.

The ceremony was conducted according to the Mikado ritual and was very simple and brief, but was impressive. Subsequently the emperor, followed by his retinue, retired from the place of ceremony amid the bows of all present.

STERILIZATION IS BEGUN

First Under Wisconsin Law Affecting the Feeble-Minded

Chippewa Falls, Wis., Nov. 12.—Sterilization operations, the first under the new Wisconsin law, were performed at the state home for feeble-minded on ten male inmates whose ages range from 16 to 30 years.

Dr. Landley, representing the state board of control, was present when the operations were performed. Twenty-four sterilizations had been planned, according to Landley, but no more operations will be performed until the results of the ten cases have been determined.

Kaiser Honors Mrs. Osgard Berlin, Nov. 12.—Kaiser Wilhelm decorated Mrs. James W. Osgard, wife of the American ambassador, with Red Cross gold medals of the first and second class. This is the first time the Kaiser has given a decoration of the first class to a woman not of royal blood.

Death of Packing Magnate's Widow

Kansas City, Nov. 12.—Mrs. Margaret K. Armour, 80, widow of H. H. Armour, the packer, died here. Her husband founded the Kansas City plant of Armour & Co. Since his death sixteen years ago Mrs. Armour has been active in charity work.

Big Steel Shop Burns

North Bethlehem, Pa., Nov. 11.—A fire destroyed almost completely the No. 4 machine shop of the Bethlehem Steel company. The damage is variously estimated at from \$1,000,000 to \$4,000,000.

Four Aviators Killed

Paris, Nov. 7.—Two military aviators collided while making a landing at Le Bourget. They caught fire and the four aviators manning the machines were burned to death.

Wife Murder and Suicide

New York, Nov. 12.—H. C. Huppert, said to be a prominent and wealthy resident of Richmond, shot and killed his wife and then committed suicide in a hotel here.

No Yellow Fever in San Juan

Washington, Nov. 12.—Surgeon General Hiss of the public health service announced that there was no yellow fever at San Juan, P. R., as had been suspected.

Chicago's Heavy Auto Toll

Chicago, Nov. 10.—Two hundred and twenty-seven persons were killed in Chicago by automobiles from Dec. 1, 1914, to Nov. 1, this year, according to Coroner Hoffman.

While returning from a hunting trip, John J. Hunt, proprietor of an Augusta, Me., hotel, shot and killed himself accidentally.

Cornelius Murphy, 55, was struck and killed at Cambridge, Mass., by an automobile truck.

The body of Joseph Gilbert, a mill hand, was found in a gas filled room in a lodging house at Lowell, Mass.

Richard Birmingham, 104 years old, died at Rochester, N. Y. He was a native of Ireland.

While playing with matches in the yard of his home at Chelsea, Mass., 3-year-old Ernest Cohen was burned to death.

Representative William A. Dodge of Springfield, 68, who was re-elected to the Massachusetts house for a second term last week, died from a sudden attack of heart disease.

John Gillespie, 54, a mason, was killed by falling seventy feet from a staging on a Boston school building.

Mrs. Carolyn Alexander, 80, was burned to death at Lynn, Mass., when her clothing caught fire from a kitchen range.

Bears are unusually plentiful in New Hampshire, more than 100 having been shot in the state this year, instead of the usual average of twenty-five.

RASH ON FOOT RED AND INFLAMED

Itched Day and Night. Stocking Irritated. Used Cuticura Soap and Cuticura Ointment. After a Month Foot as Well as Ever. Also Healed Scurf On Little Girl's Head.

27 North Ave., Attleboro Falls, Mass.—"Two years ago my son, through a bruise on his foot, suffered with a severe sore foot."

A rash broke out. His foot was terribly red and inflamed and itched day and night. He had to have it bandaged, his stocking irritated the tender flesh so. At last we persuaded him to try Cuticura Soap and Ointment. His foot had been running continually for a month. Inside of two weeks he was able to wear a shoe on that foot, and after a month's steady treatment his foot became as well as ever.

"Cuticura Soap and Ointment also healed a serious scurf on my little girl's head." (Signed) Mrs. M. E. Gammon, Sept. 29, 1914.

Sample Each Free by Mail With 32-p. Skin Book on request. Address post-card "Cuticura, Dept. T, Boston." Sold throughout the world.

MANY A MAN

In Good Circumstances

puts off saving a portion of his income until his days are well spent, and his earning capacity decreases. It is expedient to save now and deposit in the bank each week a portion of your income. We will be pleased to receive your account, and will allow you a liberal rate of interest on your deposits. 4 per cent. Interest Paid on Participation Accounts. Money deposited before the 15th of November will draw interest from the 1st.

INDUSTRIAL TRUST COMPANY,

Office with Newport Trust Company.

REPORT OF THE CONDITION OF

The National Exchange Bank.

At Newport, in the State of Rhode Island, at the close of business, September 7, 1918.

RESOURCES.

Loans and Discounts	\$100,000.00
Overdrafts, secured	10,000.00
U. S. Bonds deposited to secure circulation (par value)	10,000.00
Notes, securities pledged as collateral for loans, or other deposits or bills payable (not including stocks)	10,000.00
Accounts of other banks in U. S. (not including stocks)	10,000.00
Real estate, mortgages, etc.	10,000.00
Subscription to stock of Federal Reserve Bank	10,000.00
Loan amount deposit	10,000.00
Other Federal Reserve Bank	10,000.00
Due from Federal Reserve Bank	10,000.00
Due from approved reserve agents in New York, Chicago, and St. Louis	10,000.00
Due from approved reserve agents in other Federal Reserve Office	10,000.00
Due from banks and bankers (other than above)	10,000.00
Exchanges for clearing houses	10,000.00
Outlets Chicago and other cities	10,000.00
Notes of other National Banks	10,000.00
LAWFUL MONEY RESERVE IN BANK, viz:	
Total coin and certificates	10,000.00
Legal tender notes	10,000.00
Total legal tender notes	10,000.00
Total legal tender notes with U. S. Treasurer (not more than 5 per cent. on circulation)	10,000.00
Due from U. S. Treasurer	10,000.00
TOTAL	\$100,000.00

Capital stock paid in	\$100,000.00
Surplus fund	10,000.00
Unpaid dividends	10,000.00
Unpaid interest	10,000.00
Less current expenses, interest, and taxes paid	10,000.00
Circulating notes	10,000.00
Loans amount on hand and in Treasury for redemption or in transit	10,000.00
Due to banks and bankers (other than above)	10,000.00
Dividends unpaid	10,000.00
Liabilities subject to check	10,000.00
Certificates of deposit due in less than 90 days	10,000.00
Certified checks	10,000.00
Total deposits	10,000.00
Liabilities payable, including obligations representing money borrowed	10,000.00
TOTAL	\$100,000.00

STATE OF RHODE ISLAND.

County of Newport, ss: I, Geo. H. Brown, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

Subscribed and sworn to before me this 11th day of September, 1918.

Correct Attest: EDWARD A. BROWN, FRED B. COOPERMAN, WILLIAM R. HAZEN, Directors.

PAULER BRADMAN, Notary Public

Go Hunting

Down in Maine

Wonderful game country, comfortable camps, experienced guides, best of shooting.

License Fee \$15

Closed season on Moose until 1919.

OPEN SEASON—Deer, Oct. 1—Dec. 15; Bear, all the year.

Partridge, Sept. 15—Nov. 14; Duck, Sept. 1—Dec. 15.

For hunting books and list of guides, address Advertising Department, New Haven, Conn.

New York, New Haven & Hartford Railroad.

Chafing Dishes

With an ALCOHOL LAMP With ELECTRICITY

you must fill the lamp, adjust the wick, strike a match, and be very careful not to spill alcohol on the table top.

We have the ELECTRIC kind, made by the General Electric Co. Ask us about them today.

BAY STATE STREET RAILWAY COMPANY.

SEE CALIFORNIA FREE

Invitations, Reception and Visiting Cards

CORRECTLY AND PROMPTLY PRINTED

Best Prices

Old Engravings

Wiseman's Art Store,

112 Bellevue Avenue.

Send to This Office For Samples and Prices

Ragged Rogers—Did you ever have all yet wanted of anything?

Tired Thomas—Yes, two things—advice and water.

Steps In Transportation's Progress

The Evolution of the Locomotive From the Pygmies of the Past to the Giants of the Present—What Becomes of Old Locomotives and Railway Cars and Those That Have Outlived Their Usefulness?

THE progress of transportation in this country and its present high state of efficiency can be emphasized in no better way than by a comparison of the large and powerful steam and electric locomotives used by the New Haven today with some of their prototypes of some of the old New England railroads which now form part of the New Haven's system in southern New England.

Comparing these pygmies of the past with the giant locomotives of today brings to the mind at once the enormous strides made by rail transportation in the last three quarters of a cen-

off steam had a tall pipe close to the cab. But the feature of this engine which attracted attention through the countryside was the figure of the little darky, Uncle Tom, mounted in front and used as a flag holder. This engine had four foot drivers.

The Locomotive of the B. B. and F., 1849.

Appearing only five years after the Governor Bradford and the product of the same builders, the Locomotive, also of the Boston, Clinton and Fitchburg, bears interesting testimony to the rapidly with which the evolution of the locomotive was proceeding in those years and reveals the constant study

forward while the locomotive was running and lubricate the cylinders and valves. Locomotives of this type frequently attained a speed of sixty miles an hour. This locomotive continued in service until 1880. It was exhibited at the World's fair at Chicago and is now in the museum at Purdue University.

The Mohegan of the N. and W., 1859.

Engine No. 9 of the old Norwich and Worcester road, now one of the New Haven's leased lines, was a type very common half a century ago and of which numbers are yet to be seen. This locomotive, the Mohegan, was purchased of Samuel Hatch in 1859. It cost \$8,000, an average price for locomotives of that period. This engine weighed 60,000 pounds, had 14 by 22 inch cylinders and four and one-half foot drivers. It made over fifty miles an hour at times.

The Comet of the Hartford and New Haven.

Fairly representative of the American style engine of the sixties was the engine Comet of the Hartford and New Haven, possessing among its features two domes, one for the whistle and one for the safety valve, and having its sand boxes curiously concealed in the wheel covers.

The New Haven Engine of 1870.

The Hercules of the New Haven road is more or less typical likewise of the locomotives of the early eighties, revealing, as compared with its prototypes, a great increase in weight and in the size of the driving wheels. This locomotive was built in the New Haven's shops in 1870 and weighed 76,200 pounds. Its driving wheels were sixty-three inches in diameter. It was condemned about 1897.

One of the Early Consols, 1890.

Size and power became increasingly evident in the locomotives turned out for these New England roads in the

total weight of 251,500 pounds (881,400 pounds, including tanks). The drivers, instead of being sixty inches in diameter, are seventy-three inches, and there are six of them instead of two. The 12 by 20 inch cylinders of the Governor Bradford have grown into cylinders measuring 24 by 28 inches, and a further metamorphosis has been wrought in the addition of the superheater device by which steam is heated to a very high temperature, which adds 25 per cent to the power and fuel economy of the locomotive. These locomotives exert a tractive force of 37,000 pounds.

The New Haven's Latest Electric Locomotive.

Typical of the new chapter of transportation history which the progress of electrical science has brought about are the New Haven's latest electric locomotives used in handling passenger and freight trains in its electric zone between New York and New Haven. Differing radically in appearance from the latest steam locomotives, these electric locomotives have little about them to suggest the tremendous tractive force of which they are capable. "A box on wheels" they might be called. Yet these electric locomotives will haul an 800-ton passenger train at a maximum speed of fifty-five miles an hour. They will haul 1,500-ton freight trains at a maximum speed of thirty-five miles an hour.

But more than this these electric motors can do. Unlike the steam locomotive, it is possible to hitch two together and operate them with one crew as a single unit on what is called the multiple unit plan, thus doubling the power. Thus two of these locomotives operated by one crew will haul a 1,000-ton passenger train at fifty-five miles an hour and a 3,000-ton freight train at thirty-five miles an hour.

Freight trains of this size, 3,000 tons being the trailing load, are, in fact, operated daily between the New Haven's Harlem River terminal and New Haven.

These electric locomotives weigh 110 tons, 80 per cent of this weight being directly on the four pairs of drivers. The maximum tractive force they can exert is 40,000 pounds, 13,000 pounds continuously. In this type of motor the current, having 11,000 volts, passes from the trolley wire through the pantograph and by means of transformers inside the cab is reduced to 600 volts and is then delivered to the motors. There are eight of these in all, arranged in four groups. These locomotives were built under the combined direction of the engineering forces of

fetches from \$2,000 down. The cars were sold at from \$100 to \$300 each.

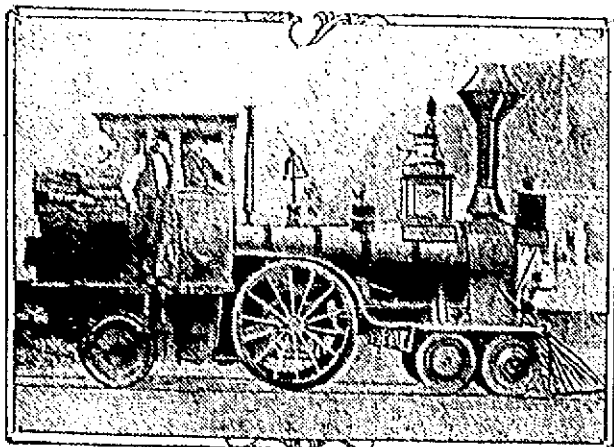
Cars and engines that have been used on steam railroads of standard gauge bring much higher prices. Practically no freight cars are shipped on fire, although there is a good demand for passenger cars. The consumption of these engines of the big railroads is mostly among the logging roads of the country. The railroad, as a rule, clings more tenaciously to its cars than to its engines.

Present Railway Efficiency.

With the development of the locomotive the progress in other departments

are stockholders of the New Haven railroad. The stockholders of the country have increased in number in ten years 148.7 per cent.

The average journey of each passenger on the railroads of the United States during 1914 was thirty-four miles, which compares with an average journey of 29.6 miles in 1894, or an increase of 20.1 per cent. Each train carried in 1914 an average of fifty-four passengers, compared with forty-four in 1894. There were 1,932,080,000 passengers carried on these railroads in 1914 and 540,088,000 in 1894, an increase of 355 per cent, and there were



THE UNCLE TOM, 1844.

tory and presents one of the chief reasons for the country's growth in this period. These locomotives, seen in their successive types, are like steps in the ladder of national progress.

Some Historic Railroads.

Many types of locomotives have been seen on the New Haven's lines, types representing every stage of the locomotive's marvelous evolution, and this is because the New Haven is made up of rails of the original railroads of this country than any other large system. The development of the locomotive is indissolubly linked with the history of these railroads.

The Earliest Locomotives.

Between the very early locomotives, such as that seen hauling a train on the old Hartford and New Haven in 1841, and the latest Pacific type engines used to haul the New Haven's fast passenger trains there is little resemblance. Yet in those curious contrivances, sporting smoke from their tall smokestacks and at first barely beating out the horse, is seen the germ of the idea now embodied in all its completeness of detail in the engines of today. It remained for mechanical genius to perfect this idea in the great instrument of commerce and social intercourse that it has now become.

The Governor Bradford, 1844.

Representing a considerable advance over the very early types of locomotives is the Governor Bradford, which was once familiar to patrons of the Old Colony. Here the locomotive was actually beginning to take shape. Built by the old Boston firm of Hickey & Drury in 1844, this engine weighed

the early designers were making of the problems of increasing the power, weight and speed of their creations. This locomotive weighed twenty-four tons, had cylinders 16 by 20 inches and four and one-half foot drivers. For many years it ran between Fitchburg and South Framingham.

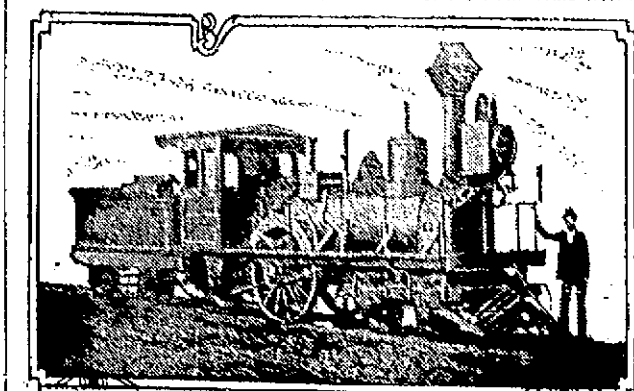
The Washington, Built by Griggs, 1854.

An engine of a somewhat different type and of later design was the Washington of the Boston and Providence. This engine was built in the Roxbury shops of the company by G. S. Griggs, the road's master mechanic, who turned out many famous engines. This locomotive was constructed in 1854 and for years made fast time over the line between Boston and Providence, now traveled by the New Haven's big Pacific and its limited trains. The Washington weighed twenty-four and three-quarter tons, its cylinders were 15 by 20 and its driving wheels five feet in diameter.

Like many engines of this period, the Washington was what is known as an "inside converted engine." Its main rod, being between the frames and working on a cranked axle joining the main driving wheels. This type is still followed by English engine builders. It was discarded years ago by American builders. In this type the cylinders are placed below the smoke box.

The Roger Williams, 1846.

Marking the transition stage from locomotives of the Governor Bradford type and those of a later period was the Roger Williams. This locomotive was built in Lowell, Mass., and was rebuilt and enlarged in 1846. It then weighed twelve tons, had 15 by 16 inch cylinders and five foot drivers. To this



THE ROGER WILLIAMS, 1846.

eighties, as shown, for example, in the consolidation engine No. 94 of the New York and New England. This type appears but a few steps behind the present. Built at the Hickey works in Boston in 1880, the big locomotive reveals the great strides made by the builders of the Governor Bradford in the decades that had intervened.

Without the tender this engine weighed sixty tons. It had 22 by 22 inch cylinders and forty-four inch drivers. It was one of the biggest engines seen east of the Hudson and for years was used in the freight service between Hartford and Hopkinton Junction. Big as this engine appears in comparison with the early ones, it would take about four such engines to equal the efficiency of the New Haven's largest engines of today.

Two Early Moguls.

The Mogul type of engine is represented in the Capitol of the old Providence and Worcester road and also in engine 100 of the New York and New England. The latter was built at Providence in 1888 and weighed 127,000 pounds. Its cylinders were 20 by 24 and drivers sixty-eight inches. This locomotive hauled the famous White Ghost passenger train on the New England between Boston and Williamstown and was the first large Mogul seen in New England. In 1890 it was sold to the Housatonic road and thereafter was used in the freight service.

The New Haven's Giants of Today.

Outward even these large locomotives, however, are the New Haven's Pacific type engines, known as the 1800 series, the embodiment of power and efficiency and capable of tremendous speed if required.

Compared with the fourteen and a half tons of the Governor Bradford, these Leviathans of the rail weigh 154,000 pounds on the drivers and have a

the New Haven and the Westinghouse Electric and Manufacturing company.

Secondhand Engines and Cars.

The Independent of June 21, 1915, asks, "What becomes of all the old locomotives and railway cars and those that have outlived their usefulness?" And the paper replies: "They are sold to small roads and to contractors, and the market for them is worldwide."

"When some one in India or Africa wishes to build and equip a railway cheaply and quickly he communicates with an agent in New York, and the rest is easy. There are a number of dealers in secondhand railway equipment in this country. The advertisements of their stock appear in the trade journals. Negotiations are concluded quickly, and it is not long before a big tramp steamer loading at a New York dock has a consignment of hundreds of tons of railway cargo stowed in its hold to be unloaded at some port at the world's end."

"When, some years ago, the motive power of the New York elevated lines was changed from steam to electricity there was sent out one of the largest lots of secondhand railway material ever put on the market—840 engines and 184 cars. So Americans traveling in strange places frequently encounter these old elevated engines. Some are in Africa, some in India; they are scattered all over South America. In Mexico they are used by mining companies that have their own branch lines running to the government roads."

"In Japan, when the emperor's troops started off for Manchuria at the time of the war with Russia, many of the troop trains were hauled by these small engines with the word 'Manbattan' still painted on them. Some of these engines were used on the Mubden railroad in the war."

"These old locomotives cost \$5,000 apiece when new; secondhand they

of railroad transportation has naturally kept pace. While in 1840 there were but 420 1/2 miles of completed railroad in the New England states, in 1911 there were 7,822 single track miles in this section and 13,823 total miles of all track. In this respect the United States has far outstripped Europe in the building of railways, for with a census estimated population in 1914 of 93,000,081 the United States had 245,804 miles of railway, while Europe, with a population of 435,847,073, reported but 212,011 miles of railway.

It would be impossible to compare freight and passenger car equipment of the present day with that of the early railroad period. While today the equipment of practically all railroads of the country is more or less standardized, in the early days of railroad building passenger cars in particular were of any design that appealed to the maker. In other instances old stagecoaches were utilized. The present equipment of the railroads of the United States is practically all modern. About four-fifths of the locomotives and freight cars now in use and about three-quarters of the passenger cars have been purchased since 1900. An estimate of the cost of railway equipment now in use by railways representing 245,804 miles is placed at \$8,618,080,000. Of the 2,504,207 freight cars in service in 1914 the average capacity was 38.9 tons and the total capacity 98,784,883 tons. More freight can be carried in one of the modern freight cars than was hauled in a freight train of twelve cars in the early days of railroading.

Some idea of the growth of railroads may be gleaned from statistics of the New Haven railroad. There are in the tracks of the company over 800,000 tons of steel in the rails, which is 70,000 more tons than in all the battleships owned by the United States government. There are 2,223 bridges—thirty-one miles of bridges. The number of freight cars is 37,000, passenger cars 2,500, locomotives 1,900. The

85,120,800,000 passengers carried; one mile in 1914 as compared with 14,280,445,000 passengers carried one mile twenty years ago, an increase of 146.9 per cent.

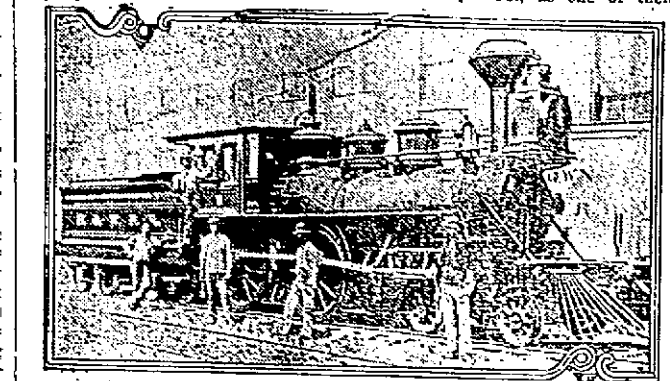
The number of locomotives in twenty years increased 81.5 per cent, while their weight increased 231.0 per cent. The number of employees increased in the same period 117.9 per cent, and their compensation increased 212.9 per cent. There were 601 employees per hundred miles of line in 1914 and 411 in 1894, an increase of 46.1 per cent.

The present efficiency of American railroads and the low cost of the service may be seen from a comparison of the rates charged for hauling one ton of freight one mile. In the United Kingdom this service costs 2.30 cents, in Germany, 1.37 cents, France 1.30 cents, Russia 1.17 cents, Austria 1.45 cents, while in the United States this service is performed for 7.20 mills, or \$0.00720.

As the people of the United States were the first to grasp the true significance of the discovery that steam could be utilized as a motive power, so they have been first in every stage of railroad development. No European country can boast of such efficient railroad service as that which is performed by the railroads of the United States nor of such low cost of operation. In three-quarters of a century the railroad managers of the country have taken a crude contrivance—the original locomotive—and have constructed out of that idea an efficient machine that is beyond comparison.

English Diggers of Old.

In the years 1640-60 there arose a strange party in England called the Diggers. They might be seen in large numbers in some localities, diligently digging up and cultivating the waste lands and out of the way places. They objected to the land being held by a few proud, covetous men, "to dig and burn up the treasures of the earth from others." Yet, as one of their



THE MOHEGAN OF THE N. AND W., 1859.

freight cars run every day over 673,000 miles, while the passenger cars run 10,000 miles an hour. There are 952 stations and about 30,000 employees, receiving over \$33,000,000 a year in wages. About 500,000 persons are served every day by this one railroad.

In 1914 there were 1,838,818 employees on the railroads of the United States, who received compensation amounting to \$1,878,069,511, or 45.1 per cent of the gross earnings. In other words, of every dollar taken in by the railroads the employees get a little over 45 cents. Of all money paid out by the railroads for operating expenses the employees' share amounted to 62.51 per cent.

The capital cost of the railroads of the country is \$15,531,631,874, or \$64,470 per mile, which compares with a capital cost of European railroads of about \$25,000,000,000, or \$124,000 per mile. It cost nearly twice as much to build the European railroads as it did to build those in the United States, despite the higher cost of labor in this country.

There are 376,597 stockholders of American railroad stock, of whom 26,

leaders said, "They intended to muddle only with what was common and unutilized and to make it fruitful for the use of man." Gerard Winstanley, their chief leader, urged that the poor should be settled on the common or waste lands and that in this way the country would yield much larger crops, the hungry be fed and times be made better for everybody. The Diggers were very peaceable people and not at all disposed to make trouble, but the movement was suppressed by the authorities. Nevertheless it had its influence in later years, for from 1760 to 1830 more than a thousand acts of parliament were adopted for inclosing and utilizing waste lands.

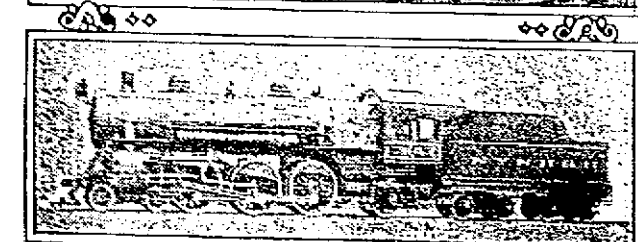
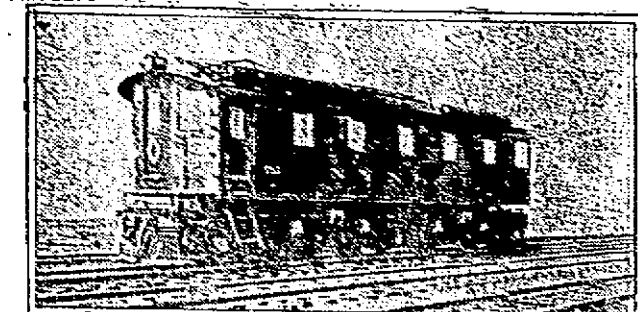
Two Classes.

The human race is divided into two classes, those who go ahead and do something and those who sit and inquire. "Why wasn't it done the other way?"—Oliver Wendell Holmes.

Remorse goes to sleep during a prosperous period and wakes up in adversity.—Rousseau.

Goldfish.

It may not be generally known that fish is cruelty in the keeping of goldfish. Half of such captives die from sheer want of rest. As fish have eyes so formed that they cannot endure the light, in a glass vessel they are in an entirely wrong place, as is evident from the way in which they dash about and go around and around until fairly worn out.



THE NEW HAVEN'S LATEST ELECTRIC LOCOMOTIVE AND THE NEW HAVEN'S GIANT OF TODAY.

ad fourteen and a half tons. Its cylinders were 12 by 20 inches, and its single drivers had a diameter of five feet. In 1888 this old engine, rebuilt and modernized to some extent, was still doing duty as a switch engine in the Boston yards.

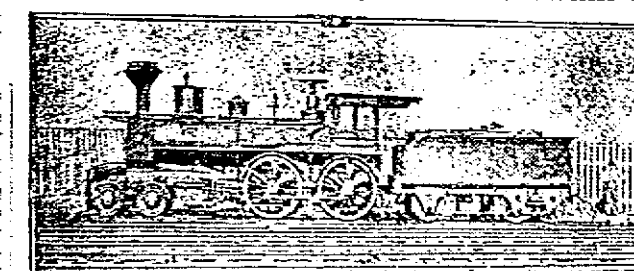
The Uncle Tom, 1844.

A contemporary of the Governor Bradford and of the same type was the Uncle Tom, used at one time on the Boston, Clinton and Fitchburg, now merged in the New Haven system. Built some time in the forties, this curious engine for years hauled a local passenger train consisting of two cars between Fitchburg and Sterling, Mass. Like all early engines, it burned wood and for the purpose of securing

locomotive fell the honor of pulling the first passenger train from Providence to Stonington in 1870 on the road, the New York, Providence and Boston, which now forms part of the New Haven's shore line.

The Daniel Nelson, 1855.

The Daniel Nelson, for many years one of the most famous engines of the Boston and Providence, was another creation of Master Mechanic Griggs. This engine was built in the Roxbury shops in 1855, weighed twenty-five and three-quarter tons and had cylinders measuring 16 by 20 inches and four and one-half foot drivers. A curious feature of this engine was the running board, with its stowed rails chiefly to permit the fireman to crawl



THE WASHINGTON, BUILT BY GRIGGS, 1854.

Butterfat.
"The question of butterfat is one of the most serious of the times," remarked the butterfat man.
"It is," replied the butterfat man, "there is no butterfat man any longer in the butterfat man's line, as the butterfat man's line has been passed on to the butterfat man's line."—Washington Post.

Where Yet.
"Why is it that you are here?"
"Oh, it is a case of 'I told you so'."—Washington Post.

Dressing to Please.
"It's just clothes, clothes, clothes all the time," grumbled Mr. Cobble. "Don't you women ever think of anything but clothes?"
"Why, yes," answered Mrs. Cobble. "Occasionally we think of you men, and how we get and buy more clothes."—Birmingham Age-Herald.

CASTORIA
For Infants and Children
In Use For Over 30 Years
Always bears
the
Signature of
R. H. Pitcher

That Made a Difference.
Dick—He married, did he? Well, some fellows don't know when they're well off. Jack—Well, in this case he knew the girl was well off.—Boston Journal.

Make each day a critic on the least.—Pope.

Charles M. Cole, PHARMACIST

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thing Well**

**DROP IN AND SEE US
AND BE CONVINCED**

A Valuable Nugget.

West of the Missouri river are the alkali plains, stretching to the base of the Rocky mountains. But how changed from "the plains" at the time when they were traversed by the prairie schooner of the gold seeker who was making his way across the continent! The schooner—doubtless named from its white cover, which on the level surface resembled the sails of a ship at sea—gave place to the stage-coach, and the stage coach gave place to the railroad.

During the stage coach period, when Colorado was becoming prominent as a gold region, Joel Simonson, a young Ohionian, went out there to seek his fortune. In those days the mountains were full of men dazzled by the name of prospectors, who went about in flannel shirts, trousers tucked in their boots, pikes and shovels on their shoulders, carrying with them a little of gold, one in thousands finding it in paying quantities, the rest continuing their wanderings till starved into their work.

On hearing of the great gold find in Colorado Joel Simonson had left a sweetheart in the east to seek a fortune to enable him to marry, for both he and Mabel Harwood lacked enough money between them to furnish a cottage. What they had they put together, and Joel used it to help him to Colorado. He spent a year there digging holes and finding nothing of value, during which his story is one of privation and suffering, for even a prospector must eat and have clothing. By the end of this time he was discouraged that he sat down to think over what he should do.

The last article of value except worn clothes, hat and boots—was a pipeful of tobacco. It was evening and darkness was closing in on him, though sitting on a mountain side looking to the west he caught the last glow of the twilight. He had one pipeful of tobacco, sufficient for a good long smoke, which was fortunate, for, having no supper, the weed must serve instead.

Joel had sat down to deliberate upon a matter on which his mind was balanced. A girl had been waiting for him in the east for 12 months, and now he was no nearer a decision to marry her than the day he came away. He was hungry and hungry. A desire came over him to get the matter. And yet it occurred to him that the sensible thing to do would be to make his way back to Ohio and the two work out the problem together.

He smoked till night came. Every time he pulled on his pipe the fire within cast a slight illumination about him. Presently he noticed that a lump of quartz near him reflected this light from his pipe. The harder he pulled the more intense the light and more marked the reflection. Joel got up and with his pick detached the illuminated lump from its surroundings. Then with the heavy hammer he struck the lump and it flew into the air.

In the morning he examined his lump, but could make nothing of it. There was gold in it, but there was gold in everything in Colorado; the trouble was to find it so plentiful in any one spot that its extraction would be worth the trouble. Joel threw the lump down, but, noticing at once its reflection of the morning light upon its many small surfaces, picked it up again.

His deliberations of the night had ended in a draw between working his way back to Ohio and suicide. Under the freshening influence of morning he turned from both of these and decided to put in his pick once more. So he laid about him, gathering bits of earth and quartz, which he tied up in handkerchiefs, and set out for a camp in the valley below.

There he found an assayer whom he persuaded to make a test of his collection without the hope of early remuneration. What was Joel's surprise to find that his lump of quartz was nearly pure gold and likely worth from \$3000 to \$4000. The earth and chips seemed to indicate that gold in paying quantities might lie near the point from whence they were taken.

Joel resolved to go down to Denver, raise money on his nugget and make arrangements for prosecuting his find further. That night he slept on the floor of a deserted miner's cabin. In the morning his nugget was gone. Joel was disheartened. Doubtless some one had come into the cabin during the night and relieved him of his find. The assayer had advanced him his stage fare to Denver, and he concluded to go there and make a final decision as to what he would do.

One of the principal parts of Colorado society in those days was the road agent. He infested the stage routes and looked about for any booty from a gold ring to the treasure box of an express company. Travelers knew that they were liable to be relieved of all their belongings and resorted to all sorts of devices to hide them. Joel found in the coach on the way to Denver two women and three men. The women expressed fears of being robbed, for the coach had been stopped by the agents at least one day in the week for a month. One of the women expressed wonder why the authorities did not do something to clear the road of the robbers. At this a quiet looking little man in a corner seat said that to eradicate them would be impossible. He hoped that he would reach Denver in safety, and if he did he would never ride in a coach again.

Suddenly the coach stopped. The little man trembled from head to foot. When it was learned that the pause was to enable the driver to fix some part of the harness the other passengers jeered the little man for his timidity, whereupon he wrapped himself up in his great coat and settled back in his corner. The men passengers blustered a good deal about what they would do if attacked, and the women were very sneering in their remarks about coward.

The coach had passed down from an eminence and was about to climb another when a shot was heard. The coach again came to a stop, and this time it was evident that something serious had happened. In a twinkling the door was thrown open and a man with an enormous revolver pointed into the coach appeared at the opening.

The women screamed, two of the men turned pale—and, as for the little coward, he crouched in his corner wrapped in his overcoat, which also covered his face. The only unconcerned person in the coach was Joel Simonson, who, not having anything valuable to lose, was not at all worried. "Come out of there!" said the man at the door in a tone that indicated he would be obeyed. The two women alighted first, handed out by the robber, who was quite deferential to them. Then came two of the men, followed by Joel. The coward still crouched in his corner, with his face covered. The robber had not the stamina to kill such an insignificant person. Instead he mounted the steps of the coach and reached across to the other side, where the driver was, and, saying him,

was dragging him out when there was a crack, and the robber fell on the floor of the coach.

The coward made one leap, in which he reached the ground, and there were two more shots in quick succession, each bringing down a robber. When the passengers recovered from their surprise they saw the coward standing with a smoking "bulldog" revolver in each hand, quite cool, but his eyes darting about him in search of any other man who resembled his attention. Seeing no more robbers, he turned quickly to one of the men he had shot, who was raising himself. Another shot finished him, and this exciting scene that had occupied about 20 seconds was over.

While it had been enacted the two robbers who were not engaged in getting the passengers out of the coach, greedy for booty, had relieved the two women and one of the men of their belongings. As soon as the tragedy was over the little coward said:

"My friends, I was sent out on this trip to lay for Jim Doggan, who has been robbing the coaches single handed and alone. I thought I'd meet him alone and didn't expect that he would have any one with him. If his two pals hadn't been in such a hurry to get the stuff and had been tending to business instead of going through the passengers that had been taken out of the coach I would have been a goner, for one of them, if not both, would have dropped me."

He then proceeded to relieve the fallen men, who were both dead, of what they had taken. One of the articles was a lump of quartz which made Joel Simonson open his eyes. He recognized the identical nugget of which he had been robbed the night before.

"See here, you little stick of dynamite," he said to the man who had killed the road agents, "that thing there is mine."

"What makes you think so?" said the other.

"If you examine it you'll find my initials, 'J. S.' cut on it."

The little man turned the nugget till he brought the letters before his eyes, then turned them over the passengers with a scrutinizing glance. It did not take him long to spot one of the men passengers.

"Who are you?" he asked.

"The man made no reply.

"If I mistake not I've seen you once before."

With that the little man clasped a pair of bracelets on the fellow, who made no resistance.

When all had been attended to the coach was driven on, and its arrival in Denver the stolen property was returned to its owners on proof of ownership. Joel, receiving his nugget, the coward from the time of his quick reward for the service he had done to a series of robberies that had cost it many thousands of dollars.

Joel Simonson sold his nugget for enough cash to send for his betrothed and to furnish capital to develop the ground from which he had taken it. Great effort was brought to bear on him to learn where he had found it, but he kept his secret until he had entered a claim for the property; then he began excavations which resulted in the discovery of a mine that made him rich.

Meanwhile Mabel Harwood joined him in Denver, and as soon as he had built a cabin near his mine they went there to sojourn while he was making developments.

Joel Simonson became a wealthy Coloradoan. He was sent first to the national house of representatives and next to the Senate. He lived to a good old age and left children who have been an honor to him.

She Was It.

"I love you!"

As he spoke he looked at her passionately until, with a voice trembling with courage, she said:

"And yet I feel that there ought not to be any mistake. I feel that I ought to tell you that I have not always been just as you thought I was. There have been times when I have tipped my cheeks with colors, and some of my hair, well—"

"I love you!"

"Then there's another thing, I crave admiration. I fear many of the qualities you have thought substantial in me are really artificial. I've deceived you in this respect."

"I love you!"

"Besides, I am not domestic. And add, and—"

"I love you!"

"I'm always behind hand. My promises, you know—well, I fear they are typically feminine. I never kept them. He looked at her earnestly.

"Can you put on a tire?" he asked.

"Oh, no."

"Or run an auto?"

"No."

"Ride horseback?"

"Ever attend a suffrage meeting?"

"Dear me, no."

"Or belong to a woman's club?"

"No."

"Exhibit a dog at a show, or bear runner-up at gold or belong to the W. C. T. U.?"

"Never."

He clasped her in his arms.

"I don't care how far away from Tipperary you are," he muttered, "I love you."—From Life.

Dean Swift and his Choir.

A characteristic letter written by Dean Swift in reference to an application by a Mr. Lovelace for a vacant place in the choir of St. Patrick's cathedral, Dublin, appears in the appendix of the 30th report of the Historical MSS. commission. Musical News gives an extract:

"I desire you will ask my Lord Oxford whether his brother Nathaniel understands music; if he does, and recommends Mr. Lovelace particularly from his own knowledge, something may be said. I have the honour to be captain of a band of 19 musicians (including boys); but my quire is so degenerate under the reigns of former deans of famous memory that the race of people called Gentlemen Lovers of Music tell me that I must be very careful in supplying two vacancies, which I have been two years endeavoring to do so."

"For you are to understand that in disposing the musical employments I determine to act contrary to ministers of state by giving them to those who best deserve. If you had recommended a person to me for a church-living in my gift I would be less curious; because an indifferent person may do well enough, if he be honest; but singers, like their brothers the poets, must be very good, or they are good for nothing."—N. Y. Sun.

**Children Cry
FOR FLETCHER'S
CASTORIA**

All Sorts.

Young Man—So Miss Ethel is your eldest sister. Who comes after her? Small Brother—Nobody ain't come yet, but passays the first fellow that comes can have her.—Stray Stories.

Ambitious Applicant—You promised me a fat part in your new production. Malicious Manager—All right; I'm a man of my word. You can look after the grease paints.—Baltimore American.

The visitors watched the old angler who, for some considerable time had been fishing without the slightest success.

"How are the fish in these parts?" at length asked the visitor.

"Well," replied the aged one grimly, "I really can't say. I've dropped them a line every day for a week, but I've got no reply yet."—Chicago Herald.

Judge—Did you commit the burglary alone or with the help of others? Prisoner—With the help of about 5000 others.

Judge—What? Explain yourself. Prisoner—Well, you see, Judge, the parade called everybody in the house to the front windows, so I had a clear chance to do me work in the back.

"You department store people have everything. It's a wonder you don't have a department to supply women with husbands."

"We tried that once, but the percentage of returned goods was too large."—Louisville Courier-Journal.

"Eat a lemon every day,"

Thus the citrus growers pray. If that's something you can't do, Hand somebody one or two.

Teacher—What lessons do we learn from the attacks on the Dardanelles? Prize Scholar—That a straight beats three kings. Dad says.—Judge.

Recruiter—What's your age? Bluffer—(Determined to do the patriotic thing and get to the front)—22.

Recruiter—I said your age, not your chest measurement.—London Sketch.

Oscar—Well, how is Heine getting along with his wife and mother-in-law? Louis—Oh! he's left 'em and went back to fight against the Allies. Says all he wants is an even chance.—Chaparral.

"Were you in Venice while you were abroad?"

"I forgot."

"I don't see how you can forget Venice. That's where we got that good spaghetti!"

"What do you mean by the expression, spilling the beans."

"It is from Boston, and means the divulging of information concerning which one should have been more reticent."—Louisville Courier-Journal.

"I've got a new job. I'm a barber at a soda fountain."

"A barber at a soda fountain?"

"Yes; I shave the tea."

Some Driver.

A South Dakota congressman tells a story of the old coaching days, when a certain Pete McCoy, one of the most skillful of the old stage drivers operated a conveyance that made a circuit of Deadwood, Carbonate, Spearfish and Bear Gulch. Pete was famous for his fast furious, daring driving.

One day the story runs, Pete tore in to Carbonate on his usual dead run. Up to the "hotel" door, clattered the stage. There, suddenly, as it stopped, one of the four horses fell dead.

"Kinder sudden, that, Pete," said a bystander.

"Nuthin' sudden about it," said Pete. "That horse died at the top of the hill, ten miles back; but I wasn't goin' to let him down until I got to the regular stoppin' place."—Lippincott's Magazine.

Wisdom of Pat.

A son of Erin, who had the misfortune to get mixed up in an accident was immediately conveyed to a hospital, where it was found that his only injury was a slight wound. The house surgeon carefully examined him, after which he thus stated the case to the nurse:

"A subcutaneous abrasion is not observable. I think there is little reason to apprehend tegumental cicatrization of the wound. What do you think yourself?" he asked Pat, with a mischievous smile.

"Sure, doctor," replied Pat, "you're a wonderful thought reader. You took the very words out of my mouth. I was just going to say that."—Pittsburgh Chronicle-Telegraph.

A Pocket Periscope.

With a new pocket periscope that has just been brought out in England, it is possible for a soldier to look over the parapet of the trench without exposing himself to the fire of the enemy. The periscope is simple in construction, consisting only of two mirrors connected by a collapsible framework. Both mirrors are fixed to the framework at an angle of 45 degrees. When the framework is extended and the upper mirror is raised above the trench the view is reflected by the upper mirror down to the lower one, which reflects the light rays horizontally to the eyes of the observer.—Popular Mechanics.

The Matter With Him.

The ceremony, so fittingly solemnized by the Rev. Mr. Busenbark, was over, and the fond hearts of Miss Peachy Tickle and John Dunn Brown, two popular young people of Straddle Ridge, Ark., had been made one. During the reception which followed, the groom observed a young man of pessimistic countenance sitting in a corner. Filled with kindness toward all, he approached the neglected one and asked: "Have you kissed the bride yet?"

"Nope," was the reply. "I've got a boil on the back of my neck. That's what makes me look so bad."—Exchange.

Appealed to Him.

Speaking before the members of the western chamber of commerce at Springfield, Charles A. Colley, president of the Waterbury board of trade, told this story:

"The work of all these associations of business men appeals to me very strongly. It reminds me of the business man who received a threatening letter in which the writer said:

"You must pay me \$10,000 at once or I shall kidnap your wife."

"The man replied: 'Just now I am entirely out of money, but your proposition appeals to me very strongly.'"

His Reward.

"I've been a good boy today, haven't I, mamma?" asked the pride of the household.

"Yes, Richard. You've been a very good boy, indeed."

"Aren't you going to call papa on the phone and tell him about it?"

"Why, no; I hadn't thought of it," replied his mother. "Don't you think it will be time enough to tell him when he comes home?"

"Well," said the youngster, "he might want to buy me some candy or something for being good and I thought we might save him the trouble of going out for it after he gets in the house."—Exchange.

Eggs Without Hens.

The conjuror was about to commence his favorite trick of producing eggs without hens, and, after announcing his intention to the audience, called a small boy on the platform and the following dialogue ensued:

Conjuror—I say, my lad, can your mother get eggs without hens?

Small Boy—Yes, sir.

Conjuror—Does she keep hens?

Small Boy—No, sir.

Conjuror—Well, how on earth does she get them?

Small Boy—Please, sir, she keeps ducks.

Edith—Miss Oldgirl says she has just reached the marriageable age.

Marie—You don't say! I wonder what delayed her!—Boston Transcript.

HIS SANITY TEST.

K. Cured Morgan Robertson of His Morbid Obsession.

In the course of his psychic studies Morgan Robertson, the well known writer of sea stories, had acquired a belief that he would some day go insane. This preyed on his mind so at intervals that he would figure out schemes to test himself and determine if he really had lost his mind.

We finally induced him to go to Bellevue hospital, unthinkingly for a rest.

With a cunning that was as amusing as it was pathetic he took advantage of it in a way least expected. He insisted on going alone.

Arriving there, he told the physician in charge of his belief that he would some day go insane. He would give no particulars, and that explained why none of us heard from him for two weeks. They had placed him in the psychopathic ward.

It was a week before he knew that they thought him an insane patient and had him under observation. The experience thoroughly cured him of his morbid belief—and, it really was.

One afternoon, soon after his discharge from the hospital, Robertson joined a party of us in a billiard room, where one of his friends had just won the tournament cup.

"How goes it, Morgan?" one of his friends inquired.

"Boys," he announced in that bellowing bass voice, "I'll never have to write another line. I'm no longer a slave to magazine editors. My books are selling, and I have here"—he reached into an inside pocket—"a certificate showing that I am not insane." He was deadly serious.

A few of the party, unfamiliar with the eccentricities of Robertson, began to edge away. To them it was unamusing.

"Still," one of them suggested in a wide whisper, "he's got something on us at that. We've got no certificate."—Bozeman Bulger in Metropolitan.

MILITARY VIGILANCE.

How Our War Department Keeps Tab on All Army Officers.

It is doubtful whether any foreign war office follows with an accuracy greater than that displayed by the United States war department the movements of its officers. The following is an interesting case in point:

A young army officer who had seen service in this country and in the east was once with a small scouting party in Arizona. After two weeks in the desert his squad came to the railway near a small station. Within ten minutes a telegram from Washington was brought to him by the station agent. It asked if the officer wished to be transferred to one of the new artillery regiments then forming.

He answered by telegraph that he would be glad to enter either of them. Then, with his squad, he set off again across the desert.

It was six days later when they again struck the railway, this time eighty miles from the point at which they had previously crossed it, but the officer's reply from the war department was awaiting him. It had been telegraphed to every station within 200 miles.

A more striking instance of accuracy occurred after the same officer's transfer to the east. He was traveling home on leave and, as the regulations require, had notified the department of the day, hour and probable route of his journey. After he had been on the train for eight hours at a small station the conductor entered with a telegram, asking if any one of his name was on board. On opening the telegram the officer found that it ordered him to detached duty.

Exactness of detail could not be carried much further. The war department knew the whereabouts of a second lieutenant even when he was traveling on leave of absence.—Washington Star.

Hard on the Salesgirl.

A lady was shopping and incidentally got into conversation with one of the salesgirls, boasting particularly about the cleverness of her little daughter at home. "You ought to be proud of her," said the girl, at the same time picking up a picture book. "Don't you want to take this home as a present for her?" "Thank you, I will," said the woman, taking the book and dropping it into her shopping bag. "Title will be so proud when I tell her you sent it."

To the girl's dismay the shopper marched away with the book, and the girl had to pay for it.—St. Louis Globe-Democrat.

"I think it will rain before I get home."

"I know it will storm when I get there."—Baltimore American.

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FOR FLETCHER'S
CASTORIA**

